



T H E S P R I N G B O O K

The Official Journal

of

T H E R O Y A L C A N A D I A N D R A G O O N S



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THE COLONEL OF THE REGIMENT'S
MESSAGE

It was a disappointment to me that I was not able to visit the Regiment during 1973 and share in at least some of your activities. I know that you did well last year because I had some pleasurable moments listening to "others" speak of you in complimentary terms. Needless to say, we who are not with you in Germany are proud of your achievements.

During the year, I heard from many of you either directly or indirectly and it is clear that there is a growing concern over the forecasted retirement of the Main Battle Tank in 1976. Speaking as a soldier, I am satisfied that such a decision would be a political and not a military one. Perhaps it is not appropriate for me, as Colonel of the Regiment, to debate this matter frankly in the Springbok; however, I feel compelled to say something which hopefully will put the tank issue in perspective or at least describe it as I see it.

I believe that those who hold the power of decision will not retire the tank without clearly understanding the impact of such a decision on the future capabilities of our land force. No one knows better than the soldier what the conditions are like on the battlefield and what the absence of the Main Battle Tank would mean to him as a member of the "Combined Arms Team". Before the political authorities can make a decision, they obviously must have this information from the soldier. On this basis I believe that we have reason to expect a sensible ruling on this vital issue.

It is natural that we are concerned with the possibility of losing the Main Battle Tank because we understand the consequences. As you now know, I am optimistic of the outcome but time will tell whether my optimism is justified.

Whatever the decision, the Regiment has a reputation for doing what is asked of it regardless of the hazards and the circumstances. In this respect, I know that nothing has changed.

Hopefully, when we next meet, things will be more settled. In the meantime, our very best wishes to you and your families.

BGEN E.A.C. Amy, DSO, OBE, MC, CD
Colonel
The Royal Canadian Dragoons

17 Feb 74

.../4

MESSAGE FROM THE COMMANDING OFFICER

In the present day and age, one gets two cracks at this exercise -- the first is a "hello", the second a "good bye". This is my second.

As you will gather from this issue of Springbok, the Regiment has enjoyed a full, challenging and successful year. The success was hard won. We were, in my view, at the "bottom of the power curve" on equipment. During the major fall exercises we replaced complete tanks, because replacement engines and gearboxes were not in the system. It was a very near run thing. Happily, with a component and a tank rebuild underway, those days are now behind us and the corner has been turned. I would be remiss if I did not take this opportunity to thank our first and second line fitters -- they were splendid; completely in keeping with their traditional performance.

I was delighted to be informed by the Colonel that the beginnings of an RCD Association exists in Montreal. The organizers are, of course, tried and true Dragoons. In its present position of relative geographic isolation the Regiment is in sore need of a "base" in Canada, which an Association can provide. ERE and all those we are aware of that soldiered in the Regiment are kept in touch to a degree by means of this publication -- but it is not enough, and it is run from the wrong side of the Atlantic. Both the LdSH(RC) and the SCH have Associations -- active and lively ones. We do not -- yet. I therefore appeal to all recipients of this issue who are genuinely interested in remaining a part of "The Regiment", in the true sense of the term. Gentlemen, we have a Centennial "bash" to get organized for 1983 -- the Association should be starting now. We have a splendid history, fine traditions and a great camaraderie to preserve and perpetuate - the Association provides a vehicle for this purpose. Hopefully, we have a future to fight for and to protect - the Association, through the Colonel and the RCAC Association (Cavalry), is our means to do this as a cohesive group.

I therefore urge all who are genuinely interested in "The Regiment" to fill in the attached form and to send it along to the Secretary of the Association.



R.J. Brown
Lieutenant Colonel
34th Commanding Officer
The Royal Canadian Dragoons

26 March 1974

.../5

J.G. Watier
Secretary-Treasurer
Royal Canadian Dragoons Association
P.O. Box 279
Cote Des Neiges
Montreal, P.Q.
H3S 2S6
Canada

RCD Association - Membership

1. I am interested in joining the RCD Association.

2. My regimental particulars are: (PLEASE PRINT)

a.

| <u>Regimental Rank</u> Number | <u>Initials</u> | <u>Name</u> | <u>Decorations</u> |
|----------------------------------|-----------------|-------------|--------------------|
|----------------------------------|-----------------|-------------|--------------------|

b. I served with the Regiment from _____ 19__ to
_____ 19__

c. My current mailing address is:

3. The address(es) of other/another RCD who may be interested in joining the Association and who is/are NOT reflected in the Old Comrades' List published in Springbok 73 is/are:

4. Additional Remarks:

Date

Signature

MESSAGE FROM THE OBERBURGERMEISTER OF LAHR

DR. P. BRUCKER

Once again for this edition of the "Springbok", I would like to convey the greetings and best wishes of the City of Lahr and its citizens to you, our Canadian guests. Since 1967, Canadian and German nationals have been living together in this city. Many friendly connections have been established and many misunderstandings on both sides have been eliminated. Just as people from different countries of this world have lately come closer to each other, the people of our two countries living together in the City of Lahr have become acquainted, and in many cases have established a friendship. Especially in the last year, there has been pleasant evidence of this development; the first German-Canadian Friendship Week and the first exchange of students between the City of Lahr and its Canadian partner city, Belleville, Ontario. I hope that this good social life will blossom in the future, that you and your dependants have a happy time in our beautiful city, and that later, when you return to your home country, you will remember the City of Lahr, its citizens, and its scenery in a pleasant way.

CHANGE OF RSM'S

by WO L.J. Koelbl

The position of Regimental Sergeant Major is vital to the Regiment and a change of personnel is indeed a significant event. On 1 August 1973, CWO E.A. Brown, CD, MMM, officially turned over his duties to the new RSM, CWO C.E. Yeomans, CD.

The RCD said a formal good bye to RSM Brown on a Regimental parade in July. On that occasion he was presented with a golf putter by the Junior Ranks and a saddle blanket by the Commanding Officer. LCOL Brown then fell out the officers and turned the parade over to MWO A. MacAdams who led the Regiment in a March Past as a final salute to the outgoing RSM.

RSM Brown has had a long and varied service career. He first enlisted in the Army in 1943 and saw action in

France, in Holland where he was wounded during the Battle of Hockwald Gap and in Germany. RSM Brown took his release following the war but re-enlisted in 1946 with the RCR. He remustered to the RCAC in 1948 and joined the RCD in Petawawa. During the next 25 years of his service, 16 years were spent with the RCD. During this period he has held the appointment of RSM of the Regiment on two different occasions, in Base Gagetown from 1968 to 1970 and in Germany from 1971 to 1973. Since the RCD originated in 1883 only one other man can claim that distinction. RSM Brown has also had the distinction of being awarded the Order of Military Merit, in recognition of his outstanding service to the Canadian Forces.

RSM Brown returns to Base Gagetown to resume the duties of Base RSM and all ranks of the Regiment wish both he and his family good luck in their new home.

The new RSM, CWO Yeomans, while not formerly a member of the Regiment, is now, "Very proud of the honour to be an RCD and will serve the Regiment 110%." Although new to the Regiment the RSM is not unknown. He served as a Squadron Sergeant-Major with the LdSH(RC) in Europe from October 1967 to August 1970 and more recently as the Armoured RSM at the Combat Arms School, Base Gagetown. Most men, now serving with the Regiment, knew the RSM from one of his previous tours. CWO Yeomans brings with him an excellent reputation as an instructor and as a leader of men. The Regiment welcomes CWO Yeomans as the 27th RSM of The Royal Canadian Dragoons.

THE ECKHARDT MEMORIAL PLAQUE

The Eckhardt Memorial Plaque is awarded annually to the best all-round Junior NCO of the Regiment. All Master Corporals in the unit are considered by the selection committee under a strict set of criteria and the winner is presented his award during the Leliefontein celebrations.

The plaque was donated by the Sergeants' Mess in 1952 to honour the memory of L/Cpl R.S. Eckhardt. L/Cpl Eckhardt was a section leader in the Assault Troop of C Squadron. During a route march in Sicily in 1943 a sudden explosion killed 2 officers, 5 troopers and wounded twenty-seven others. L/Cpl Eckhardt, although severely wounded and burned, was the only NCO left in the troop. He sent a runner back to Squadron Headquarters and despite his own injuries he did all he could to treat the other wounded. He then ran approximately 3 miles to the nearest First Aid Station for help. Although admitted

to hospital L/Cpl Eckhardt died eight days later. For his outstanding courage and devotion to duty L/Cpl Eckhardt was awarded the British Empire Medal posthumously.

The Memorial Plaque is presented annually so that the NCO's of the Regiment today can remember the deeds and the devotion to duty of L/Cpl Eckhardt.

Master Corporal Rick Bell is the winner of the Eckhardt Memorial Plaque for the year 1973. A native of Hardisty, Alberta, MCpl Bell joined the Canadian Forces in September 1963. He went through his recruit training at Camp Borden and joined the LdSH(RC) at Sarcee Barracks in April 1964. He first saw service in Germany when he went on fly-over to the FGH in the fall of 1964. A year later, December 1965, he was posted to Fort Beausejour with the Strathcona's. When this first tour of Europe was completed his next posting was to C Squadron 8 CH in Gagetown. While in Gagetown he attended the Jungle Warfare School with the 2 RCR.

MCpl Bell became an RCD when he was posted back to Germany in 1971. He went first to 2nd Troop C Squadron and now works in SHQ as the Intelligence Corporal. MCpl Bell is married and lives with his wife Lynn and son Mark in PMQs in Lahr.

LELIEFONTEIN - 1973

by Captain J.A. Gallop

The Battle of Leliefontein, fought on 7 November 1900, remains as the most important engagement in which The Royal Canadian Dragoons have taken part. A minor skirmish against Boer troops during the South African War, it produced in one morning three Victoria Crosses for the Regiment. The winners, Lieutenant H.Z.C. Cockburn, Lieutenant R.E.W. Turner, and Sergeant E.J. Holland, all survived the engagement. As recipients of the highest award a member of the Forces can receive, these men have always been remembered with great pride by the Regiment.

In 1973 the Regiment devoted three days to the Leliefontein celebrations. As always, ceremonies were built around the formal parade, held this year on the afternoon of 10 November 1973. The Mounted Parade featured the unit's tracked vehicles, tanks of A and B Squadrons, Lynx of C Squadron and the light tracked vehicles of RHQ and Headquarters Squadron. Included in the parade were a Trooping

of the Guidon, a Roll Past, a "feu de joie", and an Advance in Review Order. The Reviewing Officer for this year's parade was Brigadier General P.V.B. Grieve, Commander of 4 Canadian Mechanized Brigade Group and a former Commanding Officer of the Regiment. The Colonel of the Regiment, Brigadier General E.A.C. Amy, who would have reviewed the Regiment under normal circumstances, was unfortunately not free to attend this year's celebrations.

After an inspection of the Dragoons, who were deployed in line outside of their North Marguerite compound on the Lahr Airfield, Brigadier General Grieve addressed the unit congratulating it both for the parade and for its performance during the recently concluded fall exercises. The afternoon was completed by a well attended reception in the North Marguerite Hangar, in which members of the unit entertained their guests in a truly Regimental atmosphere.

The weekends other activities were equally as successful. A Sports Competition, held on the previous day, stressed entertainment and provided contests like Murder-Ball, Tug-of-War, jousting, and an egg toss. The winner, C Squadron, and the loser, B Squadron, received their respective awards later in the afternoon from Brigadier General Grieve at the Regimental Smoker. The Smoker had as its highlight a series of skits and a lot of good Canadian Beer. It also included the presentation of the Eckhardt Memorial Plaque to the outstanding Master Corporal in the Regiment during 1973, MCpl R.C. Bell. A Mixed Formal Dinner held by the officers, a Dining-In by the Senior NCO's and, on the last evening of the actual celebration, an All Ranks Dance, completed the main social functions of the weekend.

The last day of the annual observance, 11 November, was also Remembrance Day. In a short parade at the Centre Marguerite, the Regiment reflected on its war dead, not just those who fell in South Africa but all who had fallen in battle in the 90 years since The Royal Canadian Dragoons were first organized.

NIJMEGEN 1973

by Captain J.R. Fournier

As in previous years the Regiment once again participated in the 57th four-day marches in Nijmegen from the 17th to 20th July inclusive. The league was formed in 1908 at the Hague by the Royal Netherlands League for Physical Culture. It was

decided at this time that the City of Nijmegen would become the point of central and international meeting. The object of these long distance marches is to encourage intending participants to train themselves in such a way that they are able to cover a considerable distance daily without impairing their health.

The two main categories for participants are civilians and public servants, and secondly military personnel in uniform. These categories are further divided into groups based on sex, age, and the daily distance to be covered. The RCD team, composed of 17 all ranks and a medical assistant, classified as a military detachment 19 years of age and over carrying at least 10Kg of personnel equipment and required to cover a daily distance of 40 Km.

A few of the basic rules are as follows:

- a. The team must consist of a minimum of 11 personnel of which one must be an officer.
- b. It is forbidden to quick walk or march at the double.
- c. All members must cover the same distance with a permissible drop-out rate of 10 per cent.
- d. A start time will be given and the daily distance must be completed by 1700 hours.

Training for the team began during the last week in May and continued on through until four days prior to the actual marches. In order to increase the endurance level of the team, training became more intense by the end of June. The team would begin at 0400 hours and cover a distance of 20 miles by mid-morning. Due to the efforts of "Joker" Bagnell and "Chink" Mills the team remained in high spirits and were ready to tackle the actual marches.

Departing Lahr on Saturday by bus enabled the marchers to partake in the pre-march festivities in the City. Old friendships were renewed and the boys did their best in cementing relationships with the Dutch ladies.

Monday morning, 0400 hours, cold, wet, damp, and heads full of cobwebs, the team set off amongst 13,000 other walkers and military teams from over 15 nations. A total of 28 miles was covered that day and the team was back home at Camp Heumensoord by noon. After a few beers, contributed by Canadian brewers, and a patch up of blisters, everyone was awaiting the next day's march.

The second and third day brought the same weather. Due to this, there were not the same number of spectators lining the roads as the previous day. However, with the

team song "Allouette" helping to step out the pace and the occasional bag pipe to march us on, these days were completed successfully. On one occasion while marching through the Town of Nederasselt the crowds were so impressed with "Allouette" that they joined in the chorus. This greatly helped to take minds of aching feet and sore legs. On the third day the team stopped to pay tribute at the Canadian War Cemetery north of Groesbeek.

The fourth and final day commenced in sunshine and high spirits. The team set off at a quick pace and maintained this pace throughout the day. At the finish line five kilometers from the centre of town, all the Canadian teams formed up as per the right of line and marched through the city of Nijmegen. There were an estimated 150,000 spectators lining the route and with Dutch people presenting flowers to the team members, they finished in a proud and happy state.

That night the team took part in the celebrations. The next day we were back on the bus and heading home to Lahr proud as individuals and as a team. Many said they would return, many said they would not, but after the aches have gone away I wonder how many vets will be on this year's team.

HOHNE GUN CAMP - 1973

by Captain D.E. Green

For the second time since moving to Lahr the Regiment returned to the Bergen Hohne Ranges for its annual gun camp. With memories of Grafenwoehr gun camps still fresh, many welcomed the once familiar sight of Hohne. The smooth efficiency of the German Range Staff allowed squadrons to concentrate on their fundamental task - Tank Gunnery!! RAC Gunnery Wing treated the Regiment like old friends. Certainly some troop leaders will remember British IGs as "born to critique battle runs!"

Premature spring weather greeted A Squadron. Warm sunny days lead to as much time fighting range fires as firing tank guns. The last A Squadron round went down range as its firing period came to an end.

B Squadron had more luck and their programme stayed on schedule. During three days of battle runs B Squadron troops had the opportunity of calling down 155m fire provided by 1 RCHA. 1 RCHA also provided excellent illumination

for all night firing.

Sixteen RCD tanks shared Hohne Ranges with 16 German panzer and Panzer Grenadier battalions. Of particular interest to all ranks was the array of German Armoured Equipment apparent almost everywhere. Squadrons shared firing points with Leopards, Kannenjagdpanzer and Marders. German troops were as enthusiastic to show off their new vehicles as the Canadians were to inspect them. British Chieftains also shared firing pads with the RCD. Several A Squadron personnel went for a "cabbie" on Chieftain while B Squadron saw the mighty 120mm in action. On one occasion a young British Cavalry officer asked to have a close look at an A Squadron Centurion. He had never laid eyes on one before!

Tank Gunnery improved remarkably over the short duration of gun camp. Personnel soon realized that good tank gunnery came only with good crew teamwork. 53% of all rounds were on target. This represented an engagement success of 78%. Gun drills and techniques were just getting polished when the squadrons had to return again to Lahr. The 1973 gun camp did indicate that two annual firing periods are required. This recommendation did lead to such a second gun camp being planned for 1974. With such a second gun camp crews will be able to confirm basic principles and go on to more sophisticated drills such as NBC oriented Battle Runs. The Regiment should see a marked improvement in gunnery in 1974. And what is in store for 1975? Maybe Canada Cup!

MUNSINGEN - 1973

by Captain W.R. Blair

As a result of the fall 72 exercise period, the Commanding Officer reached the conclusion that the Regiment had to get off on its own and practice basic "Black Hat" skills. As a result the Regiment was allocated the German-French Training Area at Munsingen, South West of Ulm, for the period 30 Apr - 13 May 73. For two weeks tank-infantry co-operation was subordinated to armoured tactics for the first time in years.

The two tank squadrons devoted the major portion of the training period to crew and troop training under troop control. Troop leaders were free to plan and execute their own training plans. Emphasis was placed on perfecting crew skills and battle drills. Troop SOPs and battle formations

were worked on as well. Following the troop training period the tank squadrons devoted two days to squadron training. A Squadron concentrated on testing squadron SOPs for hide drills and counter-penetration/counter-attack tests. B Squadron placed emphasis on the advance to contact and attack phases of war.

C Squadron moved out of the training area for most of the period and exercised in the requisitioned manoeuvre area. There, the scout troops practiced their roles in all phases of war and all recce tasks. Recce flight of 444 Tac Hel Sqn provided helicopters so that the helicopter-scout troop drills could be tested and practiced. The troops were then put through their paces by an SHQ controlled exercise.

The culmination of the Munsingen training period for the sabre squadrons was a squadron test exercise run by Regimental Headquarters. A Squadron provided the umpires and a half squadron as enemy for B Squadron's exercise and vice versa. A scout troop from C Squadron also was included in the enemy force. The tank squadron's exercise scenerio depicted a counter-penetration/counter-attack role in both conventional and nuclear environments. C Squadron's test exercise involved a trace over forty kilometers long and involved all recce tasks including radiation monitoring and battle field surveillance.

Each squadron test exercise stressed battle procedures and proved to be a severe test of the squadron commander's ingenuity. The squadron test exercises confirmed the value of an exclusively "Black Hat" training period when basic armoured skills can be perfected.

HOHENFELS 1973

by Captain P.A. Cunningham

Hohenfels provides an interesting contrast with training areas in Canada. There, it is possible to park a squadron of tanks in a hide without fear of eventually being swallowed up by some large hidden swamp. The terrain provides enough variety for basic drills, be the sub unit a tank or recce element. As was found out by more than one crew commander, however, all the valleys and hills look alike and in foggy weather it is quite easy to become disoriented.

The training was generally divided into unit/sub unit training including tank-infantry co-operation, Exercises POWER

PLAY I and II, Exercise DONAU DASH, and Exercise RAUB VOGEL. The unit/sub unit training period gave both the individual troops and the squadrons time to sort themselves out and practice their SOPs. The squadrons also started working with the infantry and practicing the various phases of war. The POWER PLAY series moved out of the Hohenfels area and started almost 30 kilometers south of the training area, ending up with a final attack within the training area. These exercises practised the tank squadrons in the advance under NBC conditions.

Exercise DONAU DASH coincided with the Brigade's departure from the Hohenfels area. This exercise was a 4 CMBG FTX designed to test 4 CMBG in offensive operations against a controlled enemy, consisting of 4 (GE) Armoured Reconnaissance Battalion.

Exercise RAUB VOGEL found the Brigade representing a Motor Rifle Division. Once again the Brigade was practising offensive operations, however, it was a more difficult task since there seemed to be no real front and troops had to be continually on the alert for enemy coming from any direction.

REGIMENTAL HEADQUARTERS

RHQ commenced its training in Hohenfels with two troop training periods. During this period, they practised their SOPs and NBC drills. Since the squadrons were either working alone or with the infantry, RHQ had very little control of the squadrons during that period. Once DONAU DASH and RAUB VOGEL commenced, RHQ was able to "do its thing", exercising its control both by the radio and by liaison visits to squadrons. The troop was kept busy sifting out information from above and below and generally trying to keep track of the various sub units under its control.

A SQUADRON

The A Squadron training generally started out with troop training, designed to get new crews acquainted. New drivers were taught the fine art of tank driving and if the troops still had time, they practised a few troop drills.

The Squadron generally worked with 1 R22eR when practising tank and infantry co-operation. This started at the troop/platoon level and worked up to squadron/battalion training. This training culminated with Exercise POWER PLAY I.

During DONAU DASH, the Squadron was split evenly between 3 Mechanized Commando and 1 R22eR. This provided many headaches for the echelon, but the squadron generally survived the exercise not much worse for wear.

Exercise RAUB VOGEL found A Squadron under regimental control, advancing up one axis with two platoons of

infantry under command. This provided an interesting change for all concerned.

B SQUADRON

B Squadron, whose command structure was completely changed with the summer rotation, took to the field with much work to accomplish and little time in which to do it.

As with A Squadron, troop training was primarily concerned with the basics, trying to walk before running. Control of this training was given to the troop leaders. The next stage of training was under Squadron control, and took the form of troop versus troop traces, pitting each troop leader against his counterpart. One of the major problems discovered in this portion of the training was that the troops could never find one another to have a really decisive battle. Due to time limitations, only one squadron trace was run, giving the Squadron Commander a chance to work on SOPs.

No sooner had the Squadron finished with the "black hat" training and trying to digest what they had learned, then training commenced with the 3 Mech Cdo, culminating in Exercise POWER PLAY II. Much was learned on both sides, which was evident in the exercises which followed.

DONAU DASH found the Squadron split in to and generally used in the reserve role for most of the exercise. During Exercise RAUB VOGEL the Squadron was again split, giving support to the 3 Mech Cdo and 1 R22eR. By the end of that exercise, both tanks and people were extremely fatigued, but happy and looking forward to their return to Lahr.

C SQUADRON

As with the other squadrons, C Squadron started off their training at troop level. This included both individual crew training and general troop training. Troops practised their NBC drills, OP drills, area recces, route recces and spot recces. A demolition refresher course was also run for one day.

Unlike the tank squadrons, the C Squadron moved outside the Hohenfels area during the squadron training period on Exercise WEGO. This gave the Squadron a more realistic frontage and enabled them to practice route, area and spot recces under Squadron control. This provided the Squadron with a good basis for Exercises DONAU DASH and RAUB VOGEL.

For the two battalion exercises, the Squadron acted as enemy force. By their positioning, they presented many challenges to company commanders in developing a plan of attack. Generally, escape routes from their positions were well planned, and by the time the attack was put in, the

troops had departed.

Exercises DONAU DASH and RAUB VOGEL found C Squadron very busy. They generally worked under Brigade control and were very rarely seen by the rest of the Regiment. Their success, however, provided valuable information to the Regiment in the form of confirmed tank going routes and enemy locations.

HEADQUARTERS SQUADRON

Headquarters Squadron seemed to spend the majority of its time on road moves, since they were not allowed the luxury of travelling on trains. Once in Hohenfels, the Squadron worked extremely hard in getting kitchens, clothing stores and barracks organized for the Regiment. It was generally agreed that conditions in Camp Hohenfels were quite acceptable and almost comfortable. Messes were also established, with movies run at irregular intervals during the evening periods. What a great way to relax after fighting the war for a few days.

Once the Regiment moved out of Hohenfels, Headquarters Squadron closed it out without a hitch. For Exercises DONAU DASH and RAUB VOGEL, the Squadron had its hands full attempting to keep the Regiment supplied with rations and POL. At the end of the exercise, however, the Squadron could really not unwind, because they were faced with one last road move. Once back in Lahr, however, it was rumoured that the odd beer was consumed.

EXERCISE REFORGER V

by Lieutenant W.J. Fulton

Once again this year, the Regiment deployed in support of the American Forces on a Reforger Flyover Exercise. The exercise started slowly with a three-day leaguer period. Following the unloading of the tank train at Crailsheim, we were faced with a thirty kilometer road move to the leaguer areas. This went reasonably well, considering the fact that A and B Squadrons had only days previously changed to steel track. We were forced to stop several times to tighten track, but we were able to reach the leaguer areas near Highway 25 with no more than the problems one usually encounters on a long road move.

The next three days were put to good use. We were able to do plenty of maintenance in preparation for the long haul

that faced us. This time was also used by C Squadron to do some patrolling and everyone did battle procedures for Exercise CERTAIN CHARGE. Troop training was also carried out with NBCW, troop tactics and navigation being stressed. The navigation was probably the most interesting phase of the troop training - on a compass march it seemed that Gasthofs were invariably used as checkpoints. The weary walkers were able to rest between each leg as well as "refuel and psyche themselves up" for the next gruelling part of the march (to the next Gasthof of course). This was a good opportunity for the non-crew commanders to get some practice in navigation which they normally did not get.

These first three days were also a good opportunity to indulge in recreation and to meet the German people of the area. C Squadron, who were leaguered around Goxhardt, engaged themselves in a friendly soccer match with the local German team. Despite an attempt by our soldiers to change the game to football, the Germans were able to secure a 2 - 1 win. A respectable score indeed.

But the fun had to come to an end sooner or later. The exercise started in the dead of the night of Wednesday, 10 October. The Regiment quickly issued orders and the squadrons took up their positions for the initial task. We were to secure the start line for a passage of lines. The Americans were to pass through us and take the lead. This seemed to take forever, but finally they moved through and the advance began. There was little rest for anyone from that point on. With C Squadron out in front doing the recce and the tankers pushing along doing the fighting, we advanced over long axes. Night advances seemed to be the order for the exercise. The Regiment was broken down into combat teams with 3 Mech Cdo and 1 R22eR. After crossing the start line (Highway 25) we were able to take advantage of the heavy fog and get behind the enemy lines. The next day was spent shooting up enemy convoys and echelons and waiting for the umpires to sort things out.

The 2A group from B Squadron at this point was placed under command of the 1/28th (US) Mech Inf Bn. This required concentration on the part of the Canadians: firstly to learn to speak American as quickly as possible, and secondly to try to figure out who "Amateur Apex 85 Romeo" could possibly be. With a callsign like that he must have been at least a General. During this phase we found that we really didn't need traces. We knew the objectives and whoever happened to be out front, was free to choose his own route. This was not the best for command and control, but The RCD are versatile and were able to adapt. The formation set a "blistering" pace covering a distance of 5,000 meters in about fifteen hours! The culmination of this move was a battle group attack, interrupted by such critical activities as lunch breaks. During this phase, C Squadron once again were doing their thing setting up OP's, guarding our flanks and generally telling us every-

thing the enemy were doing.

At this stage of the exercise we got a well deserved break, spending a day and a night in hides in preparation for retasking. We were able to catch up on the sleep we had lost over the last three days and prepare for the big push towards objective RILEY.

After our rest we once again went into battle positions and prepared for a second passage of lines. The Regiment, it seemed, was once again out front leading the advance. At this stage we were faced with heavy enemy encounters as they attempted to counter attack. We were able to hold off attacks from enemy tank battalions and infantry, and a well co-ordinated passage of lines took place. Within a matter of twenty minutes, the Americans had moved through and the advance continued.

We were also, at this time, able to work as a Regiment. We were tasked with moving forward under regimental control and securing battle positions overlooking objective RILEY. This phase of the exercise went very well, and it was satisfying to work as a unit for a change. It was a speedily executed night move. With the exception of the 2B group, we met little enemy resistance that we could not handle. It seems that 2B and his outnumbered tanks engaged in a lengthy firefight with a German Leopard battalion. Few kills, however, were administered as the flares that were used by both sides were insufficient to penetrate armour.

At the same time as the tank squadrons were fighting for their battle positions, C Squadron was conducting a recce of objective RILEY. Call Sign 33 was able to set up an OP on the objective. They were the only friendly force in the area at the time. The next morning, the remainder of the Squadron moved into RILEY and started route and zone recces in preparation for A and B Squadrons move in. The exercise was stopped at this stage by the cease fire.

We can now ask the question, "Was it worth it?". I think the answer must be "yes". We were able to practice operations with Allied Forces, both defensive and offensive. We engaged in rear area security, relief operations and we saw the use of close air support and tactical air recce. We were given an excellent opportunity to practice AFV recognition first hand. The enemy, "Orange Force", were composed of the American 3rd Brigade. They also deployed Corps troops and artillery. The total enemy strength was in excess of 20,000 troops and therefore we saw a lot of equipment.

The Regiment was also able to confirm SOPs while working in conjunction with other 4 CMBG units. The greatest value of the exercise, however, was that we were able to co-ordinate our tactical procedures with those of the units of 1 (US) Infantry Division.

CANADIAN ARMY TROPHY 1973

by Captain K.L. Thornton

The spirit of international gunnery competition was rejuvenated this year as the dormant Canadian Army Trophy became the object of interest for three armoured NATO units. The rivalry between tank crews took place from 25 - 27 September 1973 on Range 9, one of the more challenging ranges at Bergen-Hohne. Over a period of three days the British in their Chieftain and the Dutch and the Germans in their Leopards competed for the miniature silver Centurion tank forming the Canadian Army Trophy. For the first time since 1970, units sought to prove that their gunnery skills were the best.

The three competitors this year, the Queens Royal Irish Hussars from Sennelager, Germany, the 11 Tankbataljon from Dirshot in the Netherlands, and the Panzerbataillon 83 from Luneburg, Germany each contributed the required six primary crews, the two reserve crews and eight tanks. The competition rules required that crews and tanks must come from the same regiment/battalion.

The three day event consisted of three battle runs with fire and movement practices by pairs of tanks from each nation. The main armament engagements included sixteen static or moving tank targets varying in range up to 2,000 meters. Targets were indicated either singly or in pairs by the normal flash, puff manner employed on the Hohne range. In addition to the sixteen main weapon targets, four static, machine gun targets were engaged up to a range of 1,000 meters.

Each tank stowed a total of sixteen SABOT rounds and one belt of MG ammunition (100 rounds). With this fixed amount of ammunition, the following scoring system was devised:

a. Main Armament Shooting

- (1) Hit Score. A successful engagement within 30 seconds (irrespective of which round strikes the target): 500 points
- (2) Time Bonus. A sliding scale from +300 points for 0 seconds decreasing at 10 points per second for first round to hit on a tank target.
- (3) Ammunition Bonus. Per round saved at the end of the run provided all main armament targets are hit within the allotted time limit: 50 points

b. Machine Gun Shooting

For MG shooting, only a total of 200 hits per pair of tanks will be counted with a maximum of 60 hits being scored on each of the four MG targets. The hits in excess of 60 on either of the targets will not be scored and only a maximum of 200 hits among

the four targets will be counted. For each round on target within 30 seconds, within the specified restriction:

5 points

c. Penalties

Each tank commander must only fire within the allotted arc of fire. A penalty will be levied for any weapon firing outside the given arc:

500 points

From the outset each team was aware that the competition meant much to each of the nations involved. The Germans and Dutch with their Leopards were well aware of the prototype laser range finder to be employed by the Chieftain crews. Reports indicated that the laser was fast and accurate but that its dependability was questionable. The British crews had experienced difficulties with the equipment. They did have a compensating factor however, for malfunctioning tanks could be replaced during the competition by a reserve tank. It was a failure to exercise this right which ultimately lead to the British losing all hope of winning the competition.

The problem arose on Day 1 and as expected the German crews had a fine run. The British however, ran into serious problems. Their laser malfunctioned and the crews involved elected to carry on despite the problem. The decision was costly for the British team for it left them with a shortfall in total score which was utterly impossible to overcome.

Throughout the remaining two days the German crews performed steadily. The remaining two British pairs achieved great scores and placed as the best two crew pairs in the competition. Their superb shooting was not enough to overcome the large deficit inflicted on Day 1, however, and the competition ended with teams in the following order:

Germany

Great Britain

The Netherlands

As for the future, the next Canadian Army Trophy competition is scheduled for 1975. National authorities have been requested to inform Headquarters AFCENT before 31 Dec 73 of their position regarding participation. The next question that comes to mind is - will Canada participate?

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SCORING

| <u>COUNTRY</u> | <u>PAIR</u> | <u>BOUND</u> 1 | <u>BOUND</u> 2 | <u>BOUND</u> 3 | <u>BONUS</u> | <u>TOTAL</u> |
|----------------|-------------|-------------------|-------------------|-------------------|--------------|---------------|
| Germany | 1 | 5,140 | 4,255 | 2,040 | 400 | 11,835 |
| | 2 | 3,220 | 3,890 | 1,950 | | 9,060 |
| | 3 | 2,390 | 4,770 | 3,410 | | 10,570 |
| | | | | | | <u>31,465</u> |
| England | 1 | 3,465 | 860 | 2,100 | | 6,425 |
| | 2 | 4,345 | 4,995 | 1,920 | 600 | 11,860 |
| | 3 | 2,315 | 5,450 | 3,440 | 700 | 11,905 |
| | | | | | | <u>30,190</u> |
| Netherlands | 1 | 4,980 | 1,620 | 1,990 | | 8,590 |
| | 2 | 3,130 | 1,895 | 1,800 | | 6,825 |
| | 3 | 2,285 | 2,855 | 1,330 | | 6,470 |
| | | | | | | <u>21,885</u> |

PROFESSIONAL ARTICLES

The 1972 edition of the Regimental Journal included a section devoted to the discussion of several contentious aspects of our profession. The reaction to this forum was extremely favourable, and so again this year we have offered members of the Regiment this opportunity to "sell a point". The articles, which follow, we hope will be both interesting and thought-provoking. Needless to say, any such thoughts so provoked in our readers are welcomed by the Regiment. Perhaps in future editions the highlight of our Regimental Journal will be the open forum wherein Dragoons and former Dragoons conduct a two way exchange of opinion.

EXERCISE PEGASUS

by Captain M.J. Tanguay

In recent years personnel of RCAC Militia units from across Canada have been sent to Europe, under Exercise PEGASUS, to augment The Royal Canadian Dragoons during peak periods. These peak periods normally occur when the Regiment is fully committed on major exercises, training phases, and annual gun camps. Without this augmentation it would not be possible for the RCD to gain full value from this training. The time is now appropriate to make several comments on this flyover programme with specific reference to its implementation and results.

Some background information is required to fully understand why this augmentation is both needed and welcomed by the RCD. In 1970, 4 CMBG was moved from northern Germany to the Lahr area. In conjunction with this move 4 CMBG was re-organized and restructured. In effect the number of personnel in 4 CMBG was almost cut in half - from approximately 5,000 to 2,800. The RCD was hit particularly hard. A tank squadron, the armoured defence troop and RHQ recce troop were lost. In addition, the size of HQ Squadron was drastically cut. The independent recce squadron was absorbed by the Regiment.

In order to conform to a ceiling of about 400 all ranks, the Regiment also had to centralize the squadron echelons, thus eliminating stores and transport at the squadron level. A tank squadron is now authorized about 80 personnel to man a headquarters, four tank troops and a maintenance section - in all a total of 25 tracked vehicles and seven wheeled

vehicles. It is fairly obvious that people are thinly spread. There is no allowance for spare crews. When you subtract from this total the personnel on course, the temporarily disabled, the compassionate cases, drivers for umpires and a damage control team, the squadron becomes even more thinly spread. This situation becomes particularly acute when the Regiment is deployed for an extended period.

Personnel shortages of this nature are not only confined to the tank squadrons but also exists in the recce squadron, HQ Squadron and, for that matter, throughout the remainder of 4 CMBG. In order to fill out the units of 4 CMBG and to provide the militia with valuable training Exercise PEGASUS was initiated. Militia personnel from across Canada are now flown to Europe during major deployment periods.

A quick review of the regimental training calendar for 1973 should provide some idea of the intensity of training which the Regiment undergoes. The year began with 4 CMBG participating with VII (US) Corps on Exercise REFORGER IV. This involved the Regiment deploying to northern Bavaria for 12 days to take part in this two-division exercise. Immediately following Exercise REFORGER, C Squadron and HQ Squadron proceeded to Grafenwoehr to fire small arms and crew served weapons. The winter period ended with the unit providing operations and logistics cells for the NATO-wide CPX "WINTEX".

In March the tank squadrons spent three weeks on the tank ranges at BERGEN-HOHNE. This was almost immediately followed by a 17-day regimental concentration in the Munsingen training area near Ulm. This concentration was devoted to strictly "Black Hat" training. In past years the Regiment had soldiers attached from the British and US Armies during this period. Such was not the case in 1973.

Although the summer period was quiet from the exercise point of view, the Regiment was heavily involved in training new arrivals and preparing for the fall exercise period.

With the fall came an extensive training period. The Brigade initially deployed to the Hohenfels training area for combined arms training at the troop/platoon to squadron/battalion level. This was followed by Exercise DONAU DASH, a 4 CMBG controlled three-day exercise which included an assault river crossing. With a half-day to redeploy, 4 CMBG then provided the enemy force for a German Militia Brigade on Exercise RAUB VOGEL from 16 to 19 Sep. 4 CMBG then returned to Lahr for a week to prepare for Exercise REFORGER V returning to northern Bavaria from 7 to 16 Oct for this VII (US) Corps exercise.

The remainder of the year was spent in preparing for the 73rd Anniversary of the Battle of Leliefontein, 4 CMBG Staff and Commander's inspections, and several trade courses.

As can be readily seen, 1973 was a busy year. Due to the extensive field training and to the chronic personnel shortages, militia augmentees were a must.

In 1973 the unit was augmented by 40 to 50 militia personnel during the peak periods of Exercise REFORGER IV and the fall concentration and exercise period. It is felt by the RCD that there is also a requirement for augmentation while in garrison. To this end the Commanding Officer has forwarded a proposal which would provide both year round and peak period augmentation. The following is a summary of this proposal which forecasts the types of employment the RCD could provide militia personnel during 1974:

Year Round

| | | | |
|---|---|-------------------|---------------------------|
| 3 | x | Sgt Crmn | Lynx Crew Commanders |
| 7 | x | Cpl/Pte Crmn | Drivers |
| 6 | x | Cpl/Pte Crmn | Lynx Crewmen |
| 3 | x | Cpl/Pte Crmn | Drivers 2-1/2 ton |
| 3 | x | Cpl/Pte Crmn | Drivers 3/4 ton Ambulance |
| 2 | x | Cpl/Pte Crmn | Driver/co-drivers ARV |
| 5 | x | Cpl/Pte Sup Techs | |
| 6 | x | Cpl/Pte Veh Techs | |

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Peak Periods

| | | | |
|---|---|--------------|--------------------------------|
| 4 | x | Cpl Crmn | M113 Ambulance Crew Commanders |
| 4 | x | Cpl/Pte Crmn | co-drivers 5 ton |
| 6 | x | Cpl/Pte Crmn | co-drivers 2-1/2 ton |
| 3 | x | Cpl/Pte Crmn | Tank Squadron SHQ |
| 3 | x | Cpl/Pte Crmn | Drivers 3/4 ton Maintenance |
| 6 | x | Cpl/Pte Crmn | Drivers 3/4 ton PU |
| 6 | x | Cpl/Pte Crmn | M113 Crewmen |
| 3 | x | Cooks | M113 Crewmen |

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In summary, this proposal would provide the RCD with 35 militia personnel on a year-round basis and a total of 70 during peak training periods.

How have these militia soldiers been employed during

the past? once the unit is informed of the number of militia-men allocated, the Commanding Officer assesses the requirements within the Regiment and allocates them to squadrons. The squadron officer commanding then slots the names into the vacant positions within his squadron. On arrival the militiamen are given a brief indoctrination which includes a briefing on the roles and organization of the Regiment and some NBCW training. They then report to their squadrons where they are assigned to troops for employment and training. Many are trained as wheeled and light track drivers, or Lynx observers and tank gunners or operators. It is a credit to the calibre of these young men that, through their enthusiastic approach to the hard work and training and their willingness to co-operate, most have truly become accepted members of their assigned troops.

For the militia personnel the training value of employment in Europe is considerable. They are assimilated into regular crews and troops and are witness to the current doctrines and approaches to modern mechanized warfare. The setting for training is extremely realistic with most exercises being conducted across the German countryside against a live enemy. Realism is enhanced by there being very little restriction placed on cross-country movement. They have the opportunity of observing the tactics and equipment of our NATO allies and of seeing full divisions deployed in the field. Not to be overlooked is the opportunity that these young men have to spend their hard earned pay on leave in Europe. Most leave Europe having gained valuable experience and training, requiring only additional polishing and specialized training before these men could serve as regular members of an armoured unit.

The advantages, as has been stated, are not one sided. The addition of flyover personnel eases the strain for the regular members of the RCD. Exercises are less fatiguing and everyone is thus better able to concentrate on the job at hand. All ranks of the RCD greatly appreciate the contribution made to the Regiment by members of Armoured militia units. Therefore, it is hoped that Exercise PEGASUS will not only continue but will be expanded thus benefitting the whole Branch.

CANADIAN RECONNAISSANCE:

WHEELED, TRACKED OR BOTH?

by Lieutenant D.L. Craig

Resulting from the constant pressures of total war,

the normal or heavy armoured formation has remained fairly stable since about 1943. Composed of medium and main battle tanks, and assisted by suitably equipped support elements, such units fulfill a mechanized offensive role through manoeuvre and combat. However, reconnaissance, liaison, security and perhaps deception are still considered indispensable tasks and are often grouped together to constitute a second field of armoured vehicle employment. In general, all armies have assumed that this second field demanded new organizations and perhaps new equipment to fulfill these different roles. However, despite concurrence on this principle, most major powers have produced their own solutions which they feel best suit the many situations and fighting environments possible today. These solutions vary in accordance with the many theories produced to outline methods of operation.

The major powers even fail to agree on the preference of either wheeled or tracked equipments. The only common denominator appears to be the requirement for a balanced organization consisting of scouts, infantry, direct and indirect fire elements. In compliance with this principle, the leading nations have organized wheeled or tracked elements, and in some cases both, into various configurations to best suit whatever they foresee as their main threat.

For the purpose of this paper, wheeled elements refer to small fast armoured cars and their larger wheeled support vehicles such as the Saladin, Saracen, EBR and BRDM. Tracked elements include those light tracked forces being developed at present. The prerequisites appear to be full tracked suspension and air-portability. Examples here include, Scorpion, Lynx, M113, Hotchkiss SP and BMP 76. As the definitions would indicate, there is a great variety of good wheeled and tracked equipments available and found within the world's armies.

The aim of this essay is to discuss wheeled and tracked reconnaissance in view of present world trends in order to outline Canada's future order requirements in the field of reconnaissance forces.

Canada, unlike most other countries, has not developed a practical reconnaissance concept based on past experience. Instead, her policies have tended toward the spur of the moment needs and has resulted in continual re-organization of both equipments and manning establishments. The organizations have become very equipment-oriented with more proposed roles than are practicably possible. A short look at Canada's reconnaissance experience would indicate many valuable lessons and help to outline future policy and organizational requirements.

Reconnaissance forces were developed in Canada shortly after the outbreak of World War II. Initially these units

were motorcycle equipped. However, in January 1941 the equipment and organization changed to include scout and armoured cars, universal carriers (tracked), assault troopers, as well as centrally held mortars and anti-tank guns. Designed primarily for medium reconnaissance, these units served overseas in a great variety of roles. The RCD experience in Italy provides the typical example of the Canadian recce employment. During this campaign, the Regiment was used for light offensive tasks, relief of infantry and tank units in the line and for rear area security. Continued existence of these units was justified by their utility function rather than by their pure reconnaissance roles. As a result of their limited recce use, Canada did not include such units in her post-war regular force establishments.

Not until 1956 were reconnaissance units reborn within the Canadian Forces. At that time, a squadron, based on Ferret Scout Cars was raised to take part in the UNEF peace-keeping operations in the Middle East. Subsequently, in 1957 similar squadrons were raised in each of the armoured regiments to provide a brigade recce element. Since then eighteen such wheeled squadrons have served in both Egypt and Cyprus as part of United Nations peace-keeping forces. In 1964 the 8th Canadian Hussars were re-organized to become the first of the new reconnaissance regiments. Its wheeled structure proved only an interim measure as the requirement for a balanced organization of scots, infantry, direct and indirect fire teams led to their further re-organization as a light armoured regiment in 1967. This new establishment was fully tracked and provided a force capable of considerable offensive power. However, financial and manning considerations doomed this concept only in its development. Lacking a suitable DFSV, and later, infantry and mortars, the end result was a squadron of tracked scout vehicles. The confusion settled somewhat with the regiments being reorganized to include both wheeled and tracked squadrons. However, Canada's recce force policy is still very confused and of the four Canadian armoured regiments, no two are identical in organization and equipment.

Lessons, to date, indicate that Canada must decide what her defensive priorities are and in turn establish a meaningful reconnaissance policy. The last white paper on defense stated that the priorities were the defense of Canada, internal security. NATO commitments, aid to the civil power and international peace-keeping. Any resulting policy must outline the realistic roles within each of the priorities. Future action would then be required to create establishments which are properly equipped and organized to perform these various roles.

The white paper now is two years old and still no action has been taken in this field. A conglomeration of both wheeled and tracked elements will continue in Canada's reconnaissance

forces until some decision is made. Concepts and equipments in use by other major powers could be useful in any such decision, and in most cases, are adaptable to Canadian priorities. An examination of the French, British, American and German concepts, equipments and organizations would provide some insight into what form of Canadian Forces should adopt as a much needed and long awaited reconnaissance policy.

The chief proponents of wheeled reconnaissance forces have been the British and the French. Of the two, the British concept is probably the most familiar to Canadians. Both of these nations maintain excellent wheeled recce forces although they each have their own methods of operation.

The British concept of reconnaissance has always been to gather information through "sneak and peek" type operations. Although their scout troops include considerable firepower, this serves mainly for self defense and seldom for offensive roles. A squadron consists of five scout troops and one support troop. The scout troop has two Saladin armoured cars (76mm) and two Ferret Scout Cars (one mounting Vigilant missiles). The support troop resembles an infantry platoon and is mounted in Saracen carriers. This organization has proven itself in many areas. It has performed internal security operations in Malasia and the Middle East with great success. The sub units are small, move quietly and have proven useful in a great many reconnaissance tasks. However, the British have noted a slight lack of cross-country manoeuvreability. To this end they are modernizing and re-equipping their recce units. An updated version of the Ferret Mk 4, called Fox, is replacing the scout car. The most interesting break from British tradition is the replacement of their wheeled Saladin and Saracen with tracked vehicles of the Scorpion family. This conversion to tracked vehicles is significant in its departure from the old tried and true British method of silent operation.

Two different armoured cavalry regiments (ACR) are found within the French Army. The first is the Battle ACR and is designed to operate with major battlefield units. The second is the Defence Operationnelle du Terretoire (DOTO ACR) and is designed to provide a mobile reserve performing mainly rear area security tasks. The Battle ACR is used for observation and combat roles. Platoon organization includes three jeeps and three EBR's (mounts 90mm). Its combat facility is small yet effective for self defense. The DOT ACR, surprisingly, is larger than the Battle ACR, and is capable of covering very large areas in the performance of its rear area security missions. Platoon organization consists of five Panhard AML armoured cars (three with HMGs and two with 90mm), four scout jeeps and support troops. Both the Battle ACR and BOT ACR are effective organizations, separating and performing two functions that most other recce forces can perform only alternately. Unlike the British, the French are content with

their EBR and AML organizations and are not conducting trials to convert to tracks.

Britain and France have had considerable success with their wheeled organizations under some hostile conditions. They have been most useful for internal security (Malaya, Algeria and Aden), rear area security tasks, peace-keeping (Cyprus and the Middle East) and in pure reconnaissance roles. Their main shortcoming appears to be the cross-country mobility of wheeled vehicles which is becoming less a serious factor as modern invention and development improve this capability.

Tracked reconnaissance forces are coming into their own now, even though heavy tracked formations proved quite successful during World War II. Light tracked reconnaissance equipments are still in the late development stages in most areas of the Western world. The Germans and Americans are the principle proponents of tracked reconnaissance forces. However, both employ MBTs with their lighter reconnaissance vehicles and sacrifice total air-portability.

The Germans have not really gone deeply into light tracked development. Instead, the Germans place their strength in lessons they've learned. They are unconcerned about air-portability for their threat comes from their Soviet neighbours. As a result, these forces are concerned with only short range enemy information. However, the Germans provide their Reconnaissance Battalions with sufficient agility, firepower, and communications to deal with enemy forces. A German reconnaissance battalion includes sixteen sections with two Hotchkiss SPZ and six heavy sections with MBTs each (M-48 or Leopard) in one company, plus a support company with the MBTs and eighteen SPZ. This force can be very aggressive and has the organic capability to ensure its success. Of course, Grenadiers can be added which further increases its capabilities. The German tracked reconnaissance has been successful over the decade and results from wartime experience. In view of this success, the Germans are now putting a nineteen ton, eight wheeled tank through extensive tests aiming at the replacement of the Hotchkiss SPZ. This, as in the case of the British swing to tracks, is considered a major deviation from the German norm. Possibly, the greater utility factor offered by wheels has been considered and recognized.

The Americans have gone farthest in the light track development field. Their cavalry units combine all support elements to create a large but well balanced force. Their troop (Canadian squadron equivalent) combines M-114 scout vehicles, M-113 personnel carriers, M-125 mortar carriers, and the Sheridan light tank with its 152mm dual weapons system. Troops are normally employed together as one large team although smaller combinations can also be tailored for any particular task. Assault, scout, and troop carrying helicopters are also organic at squadron (Canadian regimental) level. Also available for support are MBTs (M-60) and a

battery of self-propelled howitzers from squadron resources. With their equipment and organization, these light armoured units are primarily offensive in nature and lack any long range capability. An interesting side note here is that the Americans are testing a variety of wheeled recce vehicles with a view to complimenting their large track force capability.

It is obvious from the German and American examples that their tracked forces imply considerable offensive and defensive capability. This point has been taken for granted and resulted in tracked employment in assault and defensive roles. American experience in Vietnam was not encouraging. It was found that the light tracked forces require considerable heavy support from MBTs and aircraft to gain any advantage.

Where does Canada fit into this reconnaissance community? Present equipment and concept places one half British and one half American together to equal something partly Canadian. Her present predicament is unusual but not impossible to solve. Obviously, Canada is not alone with her problems as three of the four major powers discussed, although seemingly well equipped, are still undergoing technical and doctrinal change. The general consensus appears to be that a combination of wheeled and tracked equipments provides the best solution to the recce dilemma. Canada must decide which combination best suits her needs and organize accordingly. The requirements must be based on Canada's roles and defense priorities while the solutions are possible from experience and world trends.

Ultimately the first requirement must be to engage and perform reconnaissance in a combat zone. Secondary to this role the unit must retain the capability to engage in security operations and light offensive tasks. A light tracked squadron, suitably supported could provide adequate coverage to a brigade sized force. In view of the Vietnam experience, this squadron should operate close enough to be able to draw on brigade support elements. This capability would satisfy roles within NATO and partially in the defense of Canada.

The second major role expected of recce units is the ability to conduct internal security operations. This role demands efficient, economic and intelligent functioning in the face of mainly non-retaliatory operations. Wheeled elements are employed to their best advantage here rather than tracks. Tracked vehicles are automatically tanks in the civilian mind and often lead to damaging propaganda and unnecessary escalation. Wheeled elements appear less war-like and are more easily acceptable to the masses as well as being more economical to operate. International peace-keeping also fits into this IS realm, and wheeled recce forces are ideally suited to this type of operation.

To satisfy the remaining recce roles applicable to Canadian units, one might consider a regimental organization similar in some aspects to the French. The French, it will be remembered, divide their reconnaissance for two roles; combat and utility. If this was done at regimental level in Canadian recce forces it would produce a viable solution. Tracked forces have been lauded for their success in combat operations while the wheeled success has been in the utility roles. Therefore, a combination of both, which could provide some overlap in capability, would appear the solution. The proposal is that a regiment consist of two sabre squadrons; one tracked and one wheeled. The tracked squadron organization would be based on the light armoured squadron establishment with all support elements organic and not simply attached. The wheeled squadron would be identical to the British squadron employing new but similar equipments. A third squadron of MBTs, if included, would obviously add great support both to the regiment and brigade. The operational flexibility inherent in such an organization would fulfil each of Canada's reconnaissance roles.

However, these solutions are unlikely at present under today's policies. Canada must stop her needless stumbling over reconnaissance concepts and get down to the basics of man and machine. Experienced men are available, yet the machines are failing. The solutions require work and must be found and actioned before all has failed.

ANTI-AIRCRAFT GUNNERY

by Sergeant J.L. Martin

In today's modern armies it is well known that air and heliborne operations play an important role in gaining supremacy on the battlefield. Russian tactical doctrine, for example, envisages the use of helicopter-borne assaults to seize key objectives as far as 50 kilometers ahead of their advancing armour. They have sufficient helicopters within each front for a one-time lift of a motor-rifle battalion less its APCs, which require about 30 Hound and five or more Hook heavy helicopters. It follows that in Europe we must place more emphasis on anti-air operations. The American experience in Vietnam, which saw the loss of hundreds of helicopters to ground fire, supports the impact that effective anti-air fire can have.

Recognizing the aforementioned facts and the small amount of training time that has previously been devoted to

anti-air defence, C Squadron is now in the process of developing a programme that will train its troops to effectively deal with air or heliborne operations. The following paragraphs briefly describe the air defence problem and some of the possible solutions it is hoped to incorporate in future unit training.

Considering the large number of attack, support, and cargo helicopters, plus high performance and reconnaissance aircraft that are available on the modern battlefield, the first and most important problem in air defence is that of recognition. To attain a high degree of proficiency in aircraft recognition, much more instruction and practice than is currently included in most unit training programmes is required. This can obviously be overcome by including numerous photographs of aircraft in present AFV recognition periods. In regular troop training sessions more emphasis could be placed on anti-air operations by studying different aircraft; including recognition features, basic characteristics, and vulnerability of different types of weapons. With repeated exposure, all reconnaissance personnel could become completely familiar with all aircraft, especially helicopters, that they might encounter in actual operations.

In training for active air defence, there are basically two techniques of engaging aircraft; the first of which is the Target Leading Technique and the second is the Pattern of Fire Technique.

The Target Leading Technique is used to engage those enemy aircraft flying at slow speeds - such as propeller driven aircraft and helicopters. In employing this technique, the Lynx crew commanders must use the aircraft as a reference point. By putting the cupola in free traverse and using the elevation handwheel he must bring the weapon through the target to a point two or three lengths ahead of the aircraft flight line, commencing fire as he passes the aircraft and adjusting fire from his tracer rounds. For fire to be effective the crew commander must continually move the cupola using shoulder control and fire at the point in front of the aircraft where the tracer rounds appear to be disappearing into the place. As in duck or skeet shooting, the proper lead is a judgement that comes only with knowledge and continual practice. Because of the varying angles the aircraft may be in, with relation to the gun, (eg., climbing, level crossing, or head on) it is important that the aircraft is used as the reference point and that the crew commander is experienced in the methods of leading a target.

The second method of engaging aircraft is known as the Pattern of Fire Techniques. This technique is of most use against enemy high performance aircraft. When employing this

technique the crew commander must commence firing approximately ten leads in front of the aircraft's flight line and continue to fire until the aircraft passes through the line of sight. The normal ground support aircraft requires at least four miles to turn around, thus giving the crew commander time to reload or to join an extra belt to his ammunition supply. Unfortunately, this method is entirely guesswork as to exactly where the aircraft will fly through the line of sight but can be very effective especially when fire from two or more Lynx can be brought to bear on the target.

The foregoing has been a brief description of the two main techniques of anti-air engagement. The problem now is to design training situations that will improve our capabilities in this area. In considering training situations we must initially realize the limitations of the .50 calibre machine gun. The maximum effective range is not more than 1,000 meters while the ideal height should not exceed 500 meters. As there are no sighting devices for setting the initial lead, the crew commander must estimate lead based on target speed, range, and angle of approach or departure. Thus, to be effective in training, our targetting system must force the crew commanders to employ and practice correct anti-air techniques. To approach realism as closely as possible, guided drones or aircraft towed drogue systems could be employed but may not be feasible due to expense. There are several alternative methods, however, which are much cheaper and almost as effective.

By using helium filled balloons released from a variety of locations we can, to a certain extent, simulate different aircraft targets. The principle problems with balloons are suitable wind conditions in order to have the proper drift across the firing point, and the fact that the balloons rise slowly thus making them relatively easy targets. Balloons do instil confidence in gunners however, because there is always definite evidence of a hit on target.

The second method of aircraft or helicopter simulation involves the use of 81 mm mortar illuminating rounds and/or C3 hand held flares. This is perhaps the more valuable method for range work as it yields more variations of targets with different heights and ranges. In addition, the drift can be worked out in order to best utilize the range facilities that are available. An 81 mm mortar detachment could easily meet the target and range requirement. When mortars are not available or feasible, hand held C3 paraflares can be used. As a few rounds through the parachute are normally not enough to bring it down, a successful shoot is usually indicated by a direct hit on the flare itself.

Actual range work should be preceded by an extensive period of dry training. Apart from explanations and lessons

on anti-air techniques, individual crew commanders should practice tracking exercises in much the same way as gunners do in a tank. By following patterns and estimating ranges and speeds, the crew commanders could better establish a relationship among themselves and their weapons, which would undoubtedly assist them in all aspects of Lynx gunnery.

We have discussed the reasons for an anti-air training programme and some possible methods of implementing such a programme. Obviously, with more research and experience, additional methods of simulating aircraft targets may be developed. The crux of the problem now, however, is in realizing that the threat is present and anti-air training programmes are of paramount importance. The .50 cal machine gun, if used properly, can be a potent anti-air weapon, particularly against helicopters. To enhance our effectiveness on the battlefield, our crew commanders must be well versed in the various aspects of anti-air gunnery. C Squadron recognizes the threat and the accompanying problems and is now developing an appropriate training programme to meet the challenge. The final test, should it be necessary, will be on the battlefields of Central Europe.

CENTURION REBUILD

by Captain W.J. Brewer, LORE

The 17th of September 1973 is a day that will long be remembered by one tank crew of the RCD. Sgt Kitcher and his crew set an "off the road" record with their Centurion when they failed to appear on Exercise RAUB VOGEL. Their tank broke down on the way to the start line due to an unserviceable final drive and there they stayed ... and ... stayed ... and stayed... and stayed... until exercise cease fire!

That incident was a typical example of one of many which occurred directly as a result of the ageing Centurion, known to us all as "Agwags". The year 1973 had time and time again indicated that perhaps the Centurion had finally reached the point where it could no longer be depended upon to "tow the weight" of today's medium battle tank. In design, the Centurion is still a formidable fighting vehicle - as shown in several recent conflicts in which it had been involved - but the developments in tank design over the years have resulted in certain of its characteristics becoming obsolescent. In addition, sources of logistic support were finding it more and more difficult to keep up with the heavy

demands for spare parts and major assemblies required to keep the Centurion on the road. The Israeli's had already taken a step forward by modifying their Centurions with a "Retrofit" package - with a considerable degree of success. It was evident that something had to be done quickly for the Canadian Centurion so that Canada could maintain its operational commitments in NATO.

Most of the problems which exist today are a direct result of planning done during the early 1970's. In 1970, most of the Centurions were phased out of service, leaving enough to maintain an operational commitment in 4 CMBG and sufficient in Canada for crew and technician training. At the same time, plans called for the support of the remaining operational Centurions until December 1974. As a result, tank rebuild programmes ceased in both 202 WD, Montreal and 23 Base Workshop, Germany, in 1970. It should be mentioned here that in selecting those tanks that were to remain operational until the end of 1974, low mileage was the criterion so that there would be no requirement for rebuild prior to the proposed phase out date. During 1971, 202 WD ceased the rebuild of major assemblies, which meant that until the end of 1974, training tanks in Canada would be supported with spares and assemblies remaining in National stock and tanks in 4 CMBG would have to rely on assemblies and spare parts from BAOR and MOD sources.

What did all of this mean? Simply that the logistics support programme had been tailored to run down by the end of 1974 with little reserve of either mileage or serviceable assemblies remaining after that date.

This approach did not appear however to pose any real problem at the time. Planning at that time called for the Centurion to be replaced by the British Scorpion and, therefore, any and all problems with the Centurion would cease after 1974. As it turned out however, the Scorpion was "not to be" and the decision was made to retain the Centurion in service until December 1976.

Prior to this decision being made, studies were completed on the cost and feasibility of providing maintenance support for the Centurion for both one and two years beyond December 1974. Both studies indicated that, a formal agreement would have to be made, probably with the UK, in order to provide for spare parts support to 4 CMBG and that based on present tank utilization rates, Centurions would have to be rebuilt in order to replace high mileage tanks in 4 CMBG. To quote an example, it was estimated that by the end of 1976 there would be a mileage shortfall of almost 51,000 tank miles if a rebuild programme was not activated. This was based on the mileage utilization rates and mileage of the tanks presently in service.

By the middle of 1973, logistics support for the Centurion was a real problem. Plans which had been made in 1970 took their toll as it became harder and harder to maintain an operational commitment with a fleet of tanks which had very little logistics support available. The major problem, as suspected, was a "drying-up" of major assemblies from Canadian sources together with long waiting periods for parts from British suppliers. In addition, the parts problem was compounded by the number of Centurions that had reached or were approaching their rebuild mileage. Once at the rebuild mileage, the Centurion could no longer be counted on to have an acceptable degree of reliability. This naturally affected the operational readiness of 4 CMBG.

The decision that tanks would be rebuilt to prolong the life of the Centurion until the end of 1976 wasn't long in coming. That decision however, was just the start of a long arduous task of deciding where, how, and when the tanks would be rebuilt. RFP's indicating the Canadian requirements for rebuild were sent out during early 1973 to both the British and Dutch who were the two prime contenders for the contract. By mid-August 1973 a team had left Canada for the purpose of clarifying the Canadian requirement for the overhaul of the number of tanks required. The team was augmented by technical representation from CFE Lahr and by mid-September 1973 discussions and negotiations with both the British and Dutch were well under way.

Basically, there were two options available when deciding how the Centurion was to be rebuilt. The first involved re-designing and rebuilding the Centurion with a "Retro-fit" package which would have ultimately changed many of the operating and technical characteristics of the Centurion. The second option involved a complete overhaul of the tank and major assemblies with the end result being a rejuvenated tank with the same internal and external characteristics as those prior to rebuild.

The "Retro-fit" package that was offered was indeed an interesting one. The various stages of the programme would include a V800 Power Pack, modified final drives, semi-automatic gearbox and modernized gun control equipment. Some of the characteristics and advantages of each were as follows:

V800 Power Pack

This diesel power pack was based on the well proven military version of the General Motors 12V-71T turbo charged engine and would have replaced the Meteor petrol engine. The engine and auxiliaries are built into a compact unit, comprising the engine, cooling and hydraulic systems, and filters combining to form a power pack which would permit easy removal and re-installation during repairs and overhaul. Other

advantages of the power pack are standard spare parts available throughout the world, fuel consumption reduced by about 50%, increased range, increased power and increased vehicle mobility.

Final Drive

Redesigned final drives take advantage of increased power and torque available from the power pack to give up to a 20% increase in maximum vehicle speed.

Gearbox

The semi-automatic, six speed gearbox used in other British Battle Tanks would replace the Z 51 R gearbox presently in use. Advantages of the new gearbox would be reduced wear, increased reliability, and increased acceleration due to reduced gear change times and improved torque characteristics.

Modernized Gun Control Equipment

This unit, with duplex controllers and a two-axis gyropack provides increased stabilization accuracy, higher speeds and acceleration, reduced run-up time, improved reliability, and reduced maintenance down-times and costs.

The overall result would be an up-to-date fighting vehicle which would offer improved reliability, improved automotive and fire power performance, and reduced operational/maintenance costs. The cost of "Retro-fit" however would have been almost three times that of the normal rebuild programme. It was decided that it was not worth the expense considering that the Centurion was to remain in service for only two more years. The final decision, then, was that the Centurion would be rebuilt to the British Overhaul Standards and that contracts would provide for the rebuild of an adequate number of major assemblies to maintain the Centurion in service to the end of 1976.

The tanks will be rebuilt using a combination of two methods. Components of the tank such as the engine, suspension, transmission, and other power train units are being completely rebuilt; the turret and remaining components will be overhauled by means of the IROAN (Inspect and Repair Only As Necessary) method. It is suspected that the time required to rebuild each tank will be about 1,900 hours.

The logical question that stems from this discussion has to be "will the rebuild prove to be worthwhile and actually improve the reliability of the Centurion?" Beyond a doubt, the answer to that question has to be "yes"; however, the extent of improved reliability remains to be

seen. Past years have indicated that rebuilt assemblies used in the Centurion have not had a reputation as being very reliable. Many a crew have been frustrated by having their tank break down with an unserviceable assembly that had just been put into the tank one hundred miles earlier.

Until now however, rebuilt assemblies have been going into an "aged iron monster" and many of the problems have been similar to those that are caused by putting a size eight shoe on a size ten foot.

Looking ahead to 1976, there should be few problems associated with keeping the Centurion "on the road". There will be little trouble meeting our operational commitments with tanks that are well under the critical rebuild mileage limit. The provision for major assembly rebuild in the contract will ensure that there are adequate supplies of major assemblies available.

With that kind of future ahead of us, someone may even decide to extend the life of the Centurion until 1978!
(Here we go again!)

ADVENTURE TRAINING - YES OR NO?

by Lieutenant W.J. Fulton

How to escape the daily work routine and still conduct training which is of value to the individual is a problem that has been raised many times. Adventure training, an organized period of recreational training, seems to be the solution. Recreation and training, of course, appear to be a contradiction in terms. Properly chosen, a good adventure scheme can combine the best aspects of both. It should be both physically and mentally demanding and it should be challenging to leadership, especially at the junior level. Many feel that the present role of the junior NCO in the Canadian Forces does not present enough opportunity to properly develop leadership potential. Adventure training is one of the few forms of training applicable to all components of the Forces which stresses leadership at the section level, in which a junior NCO is placed in a position of command over his peers.

Consider, for example, an orienteering exercise or a canoe trip. These activities combine many aspects of military

training with recreational activities that the individual soldier would normally be interested in doing during his spare time. The physical training is invaluable and at the same time the individual receives training in navigation and map using. At the same time the problems of leadership are present at a much lower level than we in the Armoured Branch normally encounter them. Instead of relying on a senior NCO or an officer to make all the decisions, the group would be broken down into sections each commanded by a junior NCO, who becomes responsible for the men in his section. In effect the junior leader has been promoted to crew commander, but under a different set of circumstances. He must plan for the needs of his men, administer to them and lead them during the exercise. Any mistakes he makes causes the group to suffer, although usually not greatly; the pressure is on the leader to perform to the best of his ability. Responsibility is occurring at a much lower level than we normally see it in our daily work.

What then is the role of the officer or Senior NCO? He is there as the required cohesive element to keep the smaller groups working towards the same goal. He should advise and guide where necessary, but he should never interfere with the command and control of the section. That should be left up to the section corporal to sort out to the best of his ability. In this fashion, the junior commander gets the maximum value from the training. It also gives him a rare chance to show his superiors what he can do.

Let us look at an example of adventure training and consider its value. We will go on a canoe trip for a week. What problems will arise for the section commander that he would not normally encounter? Before we leave, he must tackle the problem of equipment. The section corporal must ensure that his men have all the necessary equipment for the training. He must inspect it for serviceability, ensuring that replacements are made where necessary. Keeping in mind the problem of space and transportation he must eliminate all unnecessary kit. He must evaluate daily the needs of his section, even if it consists of only two men in a canoe. He must consider food, fuel, health and hygiene and all the other small problems which arise during the trip. This job is normally reserved for the senior NCO but now the corporal gets to see what the problems are and he must learn to solve them. As the week progresses he must evaluate his men for fatigue and decide how much they are capable of performing. He becomes responsible for the morale in his section and he must constantly set a good example, even when he is tired himself. The problems are many and varied, and the junior leader quickly learns how to solve them.

Adventure training, on the other hand is not all work and no play. The enjoyment of being away on your own, doing some

training of your own choice, far outweighs the work involved. Instead of changing roadwheels, your physical energies are channelled in a direction that you can enjoy. Europe is an excellent area in which to conduct this type of training. The group gets away from the camp area and gets to see the country and the people. There are many historical areas to which they can plan side-trips, but the greatest enjoyment comes from the fact that you are doing exactly what you want to do, because you choose your own activity.

This all sounds rosy, but you ask "what will it cost me?". We should then look at the support required for these schemes. In most cases, the military can supply all the necessary equipment. Backpacks, ground sheets, sleeping bags and air mattresses are personal issue to most soldiers, and in any case are easily obtainable through unit resources. Good old "hard" rations and some fresh rations can be obtained through the unit. Transportation, fuel and cooking equipment are easily available to us. Communications in the form of man-packs are available and of great value during this type of training. All these requirements and many more can be met through unit resources. Even a "nip" in the evening to ward off the chill might be arranged by using a rum ration. With all this available to us, why then is adventure training not carried out more often?

There are several problems unique to Europe and the RCD in particular. Because of our role, we must be operationally ready at all times, and this entails a great deal of work and manpower. We therefore cannot send people away if we do not have the manpower to get our work done on the ground. Regimental training periods take up a great deal of time and coupled with the fact that a maximum of 30% can be away from the unit at a time, it becomes difficult to get away. Finally, the summer months, which are best suited for this type of training are used either for exercises or for annual leave blocks.

Fortunately, all is not black. The RCD have included in the annual training plan a period specifically set aside for adventure training in 1974. We are therefore no longer restricted by time. The opportunity is there and all that is necessary is to come up with a good plan and we will do it. It is a recognized form of military training and an opportunity to see some of Europe. Better yet, an opportunity to take a vacation at public expense. We would be foolish to refuse it.

A RATIONALE FOR ARMOUR

by Captain P.C. Lancaster

AIM

The aim of this article is to present a case for the retention of the main battle tank. Is the tank in a period of decline similar to that of heavy cavalry at the turn of the century and are we in fact trying to stop the sands of time from running out by our insistence on "Keeping the Faith"? Is the day of the tank over?

EARLY DEVELOPMENT

The answers to these questions lie partly in the past. Armour can be traced back to the pre-Roman period when attempts were made to establish superior mobility on the battlefield by exploiting the speed and strength of animals. Horse cavalry, horse drawn chariots, and elephants are some examples. By obtaining superior mobility using one of these it was possible for armies such as that of Hannibal to out-manceuvre and slaughter slower infantry based armies. Naturally cavalry during this period was vulnerable to Roman style phalanx as cavalry actions tended to dissolve into individual action during the melee which followed a charge. Cavalry doctrine such as that used by the Carthaginians and Hittites, combining discipline and high mobility, however, were able to break up and scatter infantry formations.

Feudal knights of the 13th Century, though well armed and well protected were no match for lighter and faster Turkish forces. They encumbered themselves with armour to the point where they sacrificed the mobility provided by the horse for the protection provided by the steel which surrounded them. This resulted in disaster whenever they faced skilled archers or a well organized mobile enemy such as the Genghis Khan.

For a while cavalry dominated the battlefield as infantry was poorly organized and lacked the mobility necessary to cope with mounted troops. Cromwell was successful in his use of cavalry against the early forms of firearms, relying on the speed of charge to overcome infantry using slow and cumbersome weapons. As firearms developed however, their use proved fatal to the unprotected cavalry and nullified their mobility.

During the 19th and early 20th century cavalry died a slow death as the combined effects of organized infantry with constantly improving small arms. and artillery, produced cavalry disasters like Sedan. French cavalry charged gallantly into the German lines to be decimated by well controlled rifle fire. The superior fire power of the artillery and infantry halted cavalry in it's tracks once and for all.

With the advent of highly effective but cumbersome horse artillery and the machine gun, warfare slowed down and became a defensive contest. Infantry was incapable of advancing under the murderous effects of enemy fire and had to resort to trench warfare. Without some means of combining fire power, mobility and protection neither side was able to advance and end the "War of Attrition". This combination was possible only in the armoured fighting vehicle.

With the introduction of British Tanks at the end of the First World War, a new era in modern warfare began. The beginning of this period was fraught with discord as, not realizing the full potential of this new weapon and hampered by tradition, the infantry and cavalry argued over the use of the tank. To the infantryman the tank was best employed as an auxiliary capable of breaking enemy barbed wire and destroying enemy machine guns. Therefore they wanted a slow moving heavily armoured and lightly armed vehicle. The cavalry however, routed in the past, wanted a vehicle capable of replacing their horses and assuming traditional cavalry roles, ie., security and reconnaissance. Unfortunately, during the last hundred years cavalry had become an auxiliary of the infantry and was no longer used extensively in battle but usually concentrated on security missions. They too wanted a highly mobile and lightly armed vehicle. Neither considered the tank as a dominating influence on the battlefield.

TANKS BEFORE AND DURING WW II

The tank was first designed for a specific role: attack. Armour has always maintained this as it's primary role despite the many variations in design and employment.

The full potential of the tank in the offense was never realized by the allies until WW II and Blitzkriegs drove the lesson home. The British, who were the first to commit tanks to battle at the Somme in 1916 were unable to extricate themselves from the bounds of tradition despite the elequent arguments of Fuller and Hart. The Germans having experienced the effects of armour in the attack first hand, were more willing to listen to reason. The French during the twenties developed tanks for use as close support vehicles for the Infantry based on the fact that they were immune to machine gun fire. They were also influenced by the belief that tanks on their own would soon be neutralized by anti-tank fire. The Germans before the rise of influence of General Heinz Guderian advocated the maintenance of mobility through actions independant on the infantry in order to avoid becoming too embroiled in close fighting. Nearly all nations discarded the idea of increasing the mobility of other ground elements in favour of slowing down existing armour to the speed of the foot soldier.

The Germans were the first to create Divisions which combined the potentialities and limitations of different arms to form a balanced fighting force. The result was

Desert warfare gave unprecedented impetus to the development of armoured tactics. "The protagonists on both sides were fully motorized formations, for whose employment the flat and obstruction free desert offered hitherto undreamed of possibilities". (The Rommel Papers). Here also British tanks met their match in the infamous German 88 used for the first time in an anti tank role.

The doctrine governing the use of armour in large forces as first advocated by General Fuller and Captain Liddell Hart has seen many changes and modifications.

The combat team as we know it has evolved in different countries through different circumstances. The British leaned towards tank heavy organizations right up to the mid 50s, while the French believed in infantry heavy divisions. The Soviet Army, although influenced by French doctrine in the initial stages, eventually established tank heavy divisions. The Germans were the first to combine the efforts of infantry, armour and artillery and have always, except when deprived of tanks due to heavy losses, maintained a reasonable balance.

Nearly all countries are currently using a balance of all arms similar to that practiced by Canadian Forces. This has several advantages, the primary one being that by working together at company-squadron level a high degree of inter-arm co-operation is ensured.

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this support. Indeed, the German Blitzkrieg, combining the balanced use of land forces and close support aircraft has proven to be the most successful means of gaining ground successfully. The Israeli forces used this with great effect in the Seven Day War of 1967.

TODAY'S REQUIREMENTS

What is required of an army today in order to allow it a modicum of success on the battlefield? Naturally this is to a large extent dictated by the enemy. We know that the Warsaw Pact can currently deploy a large mechanized force composed of many modern tanks and infantry carriers. In the event of war they would probably advance at considerable speed possibly aided by tactical nuclear weapons.

In meeting such a force one would try to halt them by creating a solid blocking position from which heavy anti-tank fire could reduce their ability to advance and then to contain their force in an area which would allow destruction by conventional means, or other. Considering their size however, it is unlikely that they would allow themselves to be caught easily. A highly mobile offensive of this nature would best be met by a highly mobile defense. Armoured forces using large numbers of tanks in the anti-tank role, and combining the necessary elements to fully exploit any gap would be essential to the defense. As it is difficult for an attacker to deploy defensive weapons quickly, it is probable that tanks would have their success on the enemies flanks where anti-tank defenses would probably be thin. The best weapon in this kind of warfare would be the tank fully supported by infantry, artillery and engineers to form a balanced team.

Nuclear weapons might well be necessary to halt an advance of the proportions under consideration here but it should be remembered that: "an irrevocable commitment to nuclear weapons in the organization of tactical units not only would make their employment inevitable but would also increase the probability of nuclear holocaust!" (Armour by R.M. Ogorkiewicz).

We must therefore be ready to defend ourselves without nuclear weapons if the need should arise.

As it has long been said that the best defense is a sound offensive, one should consider the means available to us for taking the offensive. Infantry alone or supported by indirect fire lacks the ability to advance against modern weapons. Missiles and anti-tank weapons are best employed in a defensive posture where they can compensate for their lack of protection by exploiting ground to the maximum. Aircraft are essential to any large operation but are incapable of holding ground. Only tanks possess the requirement necessary to lead the advance. Use of their high

degree of mobility, their fire power, and their armoured protection allows them to create shock effect and to move forward to the enemy. Only tanks have the ability to halt the enemy advance with direct fire and to capitalize quickly on any weakness. No other weapon is capable of creating the necessary momentum for successful offensive operations.

Due to the degree of sophistication now present in current anti-tank weapons however, and the numbers of them likely to be present on any modern day battlefield, it is necessary to make greater use of the team concept. Effective air and artillery support are essential to the survival of the tank. A high standard of target acquisition and gunnery techniques are also a must within tank troops. The importance of the use of ground cannot be overemphasized. As cavalry was defeated by the rifle and machine gun, armour alone may also be defeated by effective anti-tank weapons.

CONCLUSION

It is obvious to any student of modern warfare that tanks do in fact draw deadly fire from an impressive array of weapons. It is believed however that the effect of these weapons can be equated to that of the spear against the cavalryman, i.e., a weapon that could be overcome by the right tactics. To say that the tank has no place in an army of today is to imply that the infantryman, because of his vulnerability to the bullet, has no place either. It is obvious that development of better tanks and anti-tank weapons will continue, with one having a temporary edge over the other, much in the way of spear and the shield, until some new weapon replaces both. In the meantime as war cannot be won by defensive tactics alone, tanks are essential to any victory in a conventional theatre of war. Only they have the ability, as Guderian said to "drive through the enemy defense and disrupt his entire defensive set-up".

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THE ALLIED REGIMENT - THE BLUES AND ROYALS

DIARY OF EVENTS 1973

The beginning of 1973 was notable inasmuch as the Regiment was not represented in Northern Ireland. However, it is entirely wrong to presuppose that we were all languishing in Windsor. This was far from the case. In fact it is probably true to say that we were almost as strong numerically in Cyprus as we were in England.

Both B and C Squadrons insisted that they were working hard, skiing in the Trudos mountains and playing bicycle polo. They entertained a long and distinguished line of visitors: the Colonel, the Deputy Colonel, the Regimental Lieutenant Colonel, the Regimental Adjutant, General Sir John Mogg, Major General R.E. Worsely, Major General H.D.G. Butler, and Ian Gilmour, Esq. Minister of State for Defence.

Whilst B and C Squadrons were enjoying the Cypriot snow, A and HQ Squadrons also felt the call for winter sporting. HQ Squadron was off to the delights of the Guards House, Folda, in Scotland, and A Squadron to the more serious aspects of Exercise Hardfall in Norway. There they discovered the problems of firing both Swingfire and Scorpion on the open ranges of Hjerkin.

March and April saw the Cyprus squadrons diversifying their success. B Squadron controlled and escorted the rotation of the Turkish National Contingent and gained such notable sporting achievements as minor units champions at darts and orienteering, as well as winning the Open Class in the NEARELF Art Competition. C Squadron took much of this time to organize the Prickett Cup, an inter pony club one-day event, and to win the Inter-Regimental Polo Tournament for the second year running.

In May the Cyprus squadrons were busy preparing for handover, and A and HQ Squadrons were preparing for the Presentation of Standards Parade. However, before that, on 1st May, Brigadier GPMC Wheeler inspected the Regiment on the annual classification and even the RHQ officers had to demonstrate their marksmanship with an SMG at 30 meters. We were visited by the Chaplain General, The Venerable Archdeacon J.R. Youens on 7th May. On 10th May the Officers' Mess acted as host to the Coaching Club Dinner during the Windsor Horse Show, and we were honoured by the presence of Her Majesty the Queen. On 23rd May a few members of the Regiment were invited to attend the presentation by the Major General of Her Majesty the Queen's Silver Wedding Present at St James' Palace. On 30th May the Presentation of Standards Parade took place in the afternoon. The main difference between 1963 and 1973 was that the mechanised regiments had a moving part to play which required much skill, preparation and constant practice.

The Regiment was represented by the Mounted Squadron, the Band and a composite Scorpion and Mk V Ferret Squadron formed mainly from A Squadron and led by Major J.G. Hamilton-Russell. The Metropolitan Police became more than a little worried when camouflaged troops of Scorpions sped into Central London in the early hours of Bank Holiday Monday morning, and thoughts of the Greeks Colonels were luckily short-lived in their minds. It was the first time that tracked vehicles had taken part in the Ceremonial Parade on Horse Guards.

However, the Department of the Environment put its foot down at the thought of the Life Guards' Chieftains churning around.

After the Standards Parade, C Squadron, The Life Guards remained in Windsor and carried out a successful KAPE (Keep the Army in the Public Eye) tour in the Midlands. June saw the return from Cyprus of B And C Squadrons, and whilst they went on leave their respective baggage officers awaited with some trepidation and with cheque books in hand, the arrival of the MPO containers. On 15th June, A Squadron demonstrated Swingfire and Scorpion live firing for the CGS, General Sir Peter Hunt, at Larkhill. Before the Cyprus squadrons had returned from block leave, A Squadron had left for Exercise Alexander Express in Greece. When they returned from Greece on 5th July, the entire Regiment was together for the first time since A Squadron left Detmold to take up their AMF(L) role in 1970. It was the time for intensive Scorpion conversion training for A and B Squadrons, and we were visited by the CinC UKLF, General Sir Basil Eugster, the GOC 3rd Div, Major General R.E. Worsley, a Canadian documentary film crew, a party from Harrow CCF, some severely handicapped cripples from Kent, and a party of under privileged but over-vociferous children from Cardiff. We were also delighted to read in the newspapers of CoH Hughes and CoH Sibley's Mention In Dispatches during B Squadron's tour of Northern Ireland in Londonderry.

At the end of July, Lieutenant Colonel J.A.C.G. Eyre, who is now GSOF London District, handed over to Lieutenant Colonel W.S.H. Boucher. In the middle of August, A and B Squadrons carried out conversion firing at Otterburn, tarrying on their way up and down for several KAPE visits, and breaking their journey northward for a very welcome visit with Major C.F. Lane-Fox at Branham Park.

In August we had the Regimental Sports Meeting which was won by C Squadron and Lady Templer kindly presented the prizes. All the squadrons carried out some field training, both at Stanford and Salisbury Plain, but the major exercise, Diamond Ring, had to be cancelled due to track faults with our new Scorpion. We were visited by the DQMG, Major General R.W.T. Brittain, and Brigadier B.N.L. Fletcher, Commander of 2 Inf Bde. On 16th September we combined Remembrance Day with our Association "At Home" Day. We marched to Holy Trinity, Windsor, and after lunch entertained the 2,500 spectators with displays which consisted of vehicles on the Square, the Quadrille from the Household Cavalry Regiment, and a marching display by the Band. There was a small dance in the Officers' Mess on 20th September,

In October, A, B and HQ Squadrons travelled to Warcop by train for annual firing. We in no way foresaw the Arab/Israeli conflict and the present fuel crisis, but so long as the trains continue to run this must be a pattern of things to come. C Squadron were busy preparing for Northern Ireland

but whilst rioting and civil commotion were no longer permitted on the Slough Trading Estate, they got some expert tuition on the London Transport Skidpan. They finally departed for Aldergrove on 31st October. During the autumn our visitors were many and various. We saw Colonel J.W. Meijer, the Commandant of the Dutch Armoured Corps Centre, the entire USA Women's Hockey Team, who were entertained in the WOs and COHs Mess, and several hundred policemen who controlled the Windsor Opo Festival.

In November, A Squadron again went abroad, this time to Denmark for two weeks. The Colonel of the Regiment visited us on 8th November, and on 12th November the Band went to SHAPE for the occasion of the retirement of the Deputy Colonel.

Traditionally, December is a quiet month but has proven to be an exception this year. On 2nd and 4th December the old standards were laid up at the Guards Depot and the Guards Chapel respectively, and on 6th December the Lieutenant Colonel Commanding the Household made the annual inspection of the Regiment. It took the form of a fairly complicated and ambitious drill parade which was crammed in between a welter of trade training courses. The soldiers carried SMGs and the officers swords, and all went well until after the Advance in Review Order (which, although we say it ourselves, was quite impressive). At this moment the local council dust cart swept in between the Silver Stick and the entire parade, but fortunately this did not mar the overall impression.

On 13th December a visit to the Regiment was incorporated as part of the official State Visit of President Mobutu of Zaire, and we accumulated a large number of vehicles for display, including most of the CVR series.

The Major General visited us informally on 17th December, and on 20th December we held a Carol Service in the Education Centre, which was followed by the Christmas lunch.

Little mention has been made of C Squadron in Northern Ireland but they are flourishing and have been visited by the Major General, Major General R.E. Worsley, and the Commanding Officer, and have just completed half of their tour. They had several operational successes, notably Arms finds and arrests of Wanted men.

And so we enter 1974, with uncertainties of the power and fuel crisis, after having completed and extremely full and varied year. Whatever the coming one holds in store, we are already assured of exercises in Norway, Turkey and the Far East and many other challenging jobs.

RHQ Troop

by WO J Cluett

The year 1973 was a hectic one for RHQ. Training commenced with the major field exercise REFORGER IV and continued at a frantic pace for the rest of the year. To add to our difficulties, RHQ underwent an almost complete changeover in personnel. In effect two different troops were trained in the course of the year.

We lost our Intelligence Warrant Officer, WO Urbanowsky, early in the year. He was off to Holland in January-February for an Escape and Evasion exercise. He did so well on the course that upon return he escaped to Feldberg and became a ski instructor for the rest of February. (He finally escaped altogether and was last seen in B Squadron.)

The rest of RHQ spent most of January and February out on Exercise REFORGER IV travelling over the Bavarian countryside. A lot of lessons were learned on this rather chilly exercise but everyone gained professionally from the experience.

The following months were taken up with refresher training, Exercise WINTEX and the Hohne Gun Camp. During this period, two of our MCpls, J.S. MacNeil and J.M. Perron, went off to the Combat Arms School for their PL6A course. When spring arrived we were off to Munsingen for a three week training period. Much of our time here was spent perched on a hill maintaining communications with the mad movement below. Munsingen was designed as the beginning of the years training cycle but unfortunately rotation brought many changes and by the time we got to the next stage of our training we were working with a new troop.

In June we received a new Operations Officer Captain Dick Duchemin, a new Signal Officer Captain Ian Bayne and several new NCOs. The summer months were filled with more rotation of personnel, some on leave and a few adventure training. Captain Jack Gallop led two forays into the wilds, one a cross-country map march and the other a trip down the Mosel River. By the end of August all the new personnel had arrived and off we went to Hohenfels. Very few members of the troop had been with it in Munsingen and so we had to start over again in our training. Exercises DONAU DASH and RAUB VOGEL gave ample opportunity to gain practical experience and by the time we went into Exercise REFORGER V we were working together as a well trained team.

With the completion of the fall exercises we returned to garrison soldiering and to individual training. Captain Duchemin left for CAS to complete his Combat Team Commanders Course and Corporal Jacobs went on an Advanced Surveillance Operators Course. The rest of us were left to enjoy unit

refresher training, Leliefontein Day, the Commander's Inspection and PT Testing.

The year ended on a high note for RHQ Troop for we won the Clement Trophy. This trophy is awarded for the highest percentage of personnel to make the Excellent standard on the Physical Fitness Test. On a cold December day MCpl Brown happily accepted the trophy from the Commanding Officer.

A SQUADRON

by Lieutenant G.C. Moore

Looking back trying to recap the highlights of the previous year one sees that the calendar year is not the most logical time division upon which to base a cyclical look at events. Our cycles of training and personnel do not follow the calendar year. Indeed, trying to match the two cycles of training and personnel rotation can at times be a difficult task. Taking this into account, however, a broad-brush look at the Squadron can be based on the calendar year. What was 1973 in A Squadron all about?

The year got off to a quick start. It seemed as if the parties welcoming 1973 had barely died out when we were invited to a "party with a difference", getting together with the rest of the brigade group to tango with the US Army's "Big Red One" during REFORGER IV. Setting out in mid January, we enjoyed cool but relatively dry weather, as we matched tactics and wits with the enemy. (Who were really the "friendlies...", we were supposed to be the "enemy"!) Although an exercise script had been written, it didn't necessarily mean one had to follow it, as A Squadron demonstrated to one of the American armoured brigades. Expecting to move through on the first morning of their counter-attack they found that everything doesn't always go according to the plan. They were stopped even though they had more than ten times as many troops. One could imagine the ripples going all the way back up the chain of command. This "Big Red" unit was red in more ways than one. This set the stage for the rest of the exercise, which turned out to be one of the best in most participants' memory. Uninhibited cross country tactical movement was enjoyed due to the time of year which meant the ground was hard, and the crops non-existent. This combined with some independence of action right down through the chain of command made for a very enjoyable exercise.

Next on the social calendar was a March visit to Hohne

for gun camp. This for an armoured regiment is one of the highlights of the year and for A Squadron 1973's camp was no exception. After ironing out the technical bugs during the first few days, everyone settled in for what we hoped would be a "bang-on" gun camp, only to find the weather was against us. Spring had arrived in Hohne. Although it made for greater physical comfort in that one wasn't always cold and wet, it made shooting more difficult. When the sun finally burnt off the fog it also dried out the range to the extent that a couple of HESH rounds in the right place soon had fires blazing down range. Much time was lost playing fireman, so much so that many thought that a firefighter's trade specs were to be added to that of Crewman Oll. The big majority of practices were completed, with only the battle runs shortened and the stab runs eliminated completely. Hohne was not to be all frustration, however, as a few cultural trips to Hamburg and the Reeperbahn were arranged.

After returning to Lahr, the scoring on the various competitions was announced by the CO on regimental parade. A Squadron fared very well, capturing all trophies which were up for competition. It won the Ram's Head Trophy as the Squadron with the highest gunnery standard and Second Troop under Captain Jim Fournier, captured the Turner Trophy awarded to the troop with the best gunnery standard. The Challenge Cup for the crew with the highest standard also came to A Squadron. C/S 12A with WO R Pepin and Cpls Jim Nemeth, Pat Hannan and Don Thibeault took the top spot.

After Hohne the Squadron returned to Lahr for a month of garrison life before heading out again in May to "Mud-slingen". For those who hadn't been around "last year", the tales of the rain and the soft muddy ground seemed to be unfounded as unseasonably warm weather during the first week brought the year's first sunburns. However, Week Two dispelled any doubts as the rains arrived and tried to make up for having missed a week. Amid the stories of "it was wetter last year", or "you should have seen the mud last year", the Squadron settled down to reaffirm and iron out what being a tanker is all about. Tactics were worked on at crew, troop and squadron level, finally winding up with a regimentally controlled squadron exercise. In the end A Squadron came through with flying colours, but with many new lessons learned and old ones confirmed.

In late August the Squadron loaded its tanks onto the flat cars once again, this time for the annual brigade concentration in Hohenfels. Realizing that base camp had little to offer, the Squadron quickly moved out into the training area for an extended stay. Once again crew and troop level tactics were polished up, with an interesting night navigation exercise thrown in. Everyone quickly relearned that night is a little darker than day and that finding one's way isn't all that easy. After a few short days the Squadron was broken up, with individual troops going off to practice tank/infantry co-operation with different companies of 1R22eR.

An amazingly quick adaptation to the intricacies of French voice procedure was noted in a lot of cases and "parlez's" and "termine's" soon filled the air. A Squadron went out for POWER PLAY I in support of the 1R22eR, and soon found that the old agony wagons were getting tired. The exercise started a fair distance to the south of the training area, and a long drive to the assembly area, plus the strain of moving back north tactically took a toll. WO Evans and his RCEME gang worked hard and much to their credit all the tanks drove back into the base vehicle compound at the conclusion of the exercise.

With the end of the POWER PLAY series, the brigade group moved out from Hohenfels heading east towards Czechoslovakia in Exercise DONAU DASH. Once again A Squadron was attached out, this time with two troops going to the 3 Mech Cdo, and two troops to the 1R22eR. In a logistician's nightmare the squadrons advanced on four axes, each widely separated from the other, but SSM Williams in 19D, and his flying echelon, proved more than equal to the task. It must be noted that whatever the time of day or night, when the re-supply arrived, the beer and wine were always properly chilled. The going against the German enemy was at first slow and difficult, but as the tactics of the Jagdpanzers became familiar, the pace quickened. As the exercise came to a close the tide had changed dramatically in the Brigade's favour.

With only a couple of days break, Exercise RAUB VOGEL kicked off. For this exercise the Squadron was broken down into two combat teams under Regimental control, and were in fact the whole force on the Regiment's axes, as B and C Squadrons had been attached out. As the Squadron pushed along, the exercise turned out to be one of map reading and endurance. The enemy didn't stand and fight but kept rushing to the rear to concentrate for the final morning of the exercise. The endurance came in as crews were called upon to perform with very little sleep. They often managed to grab only two or three hours a day before being ordered to push on. A group of German soldiers, captured by one of the squadron's combat teams, expressed admiration for the Canadians who never seemed to sleep. They didn't know that it was a very fatigued group of both men and vehicles that finally boarded the train for Lahr, some four weeks after they had left.

Garrison life however wasn't to provide a rest. During the two weeks spent in Lahr before heading out again in mid-October, the majority of tanks changed from rubber to steel track. Sgt Sutherland and crew, riding on steel track in C/S 14A during the September exercises, had enjoyed great success recovering others who, with rubber tracks had become bogged. C/S 14A made no fewer than 10 recoveries where others with rubber tracks had failed.

The two-week break was over when the tank trains were loaded again for REFORGER V. Due to their performance during the last Reforger, the Canadians were placed on the friendly side of the Big Red One, who for the second time this year were making the trip from Kansas. During the two weeks of Reforger it rained with a vengeance. The wet, very cold weather soon had many coming down with colds and generally feeling miserable. Reforger was also different from the September series of exercises. Whereas the latter emphasized long, fast moving traces, during Reforger the whole front remained comparatively static. Only a fraction of the distance covered during September was covered during this exercise. In contrast to the previous Reforger, this exercise provided little satisfaction to the individual crewman. Most of the play was in the higher levels of command, and all that mattered was who got "there first with the most". Damage control problems severely limited tactical movement and much of it had to be simulated. Throughout the exercise, however, A Squadron remained together as an entity for the first time since Munsingen and this greatly simplified the supply and repair problem. The final morning found much of the Squadron parked side by side with enemy Leopards, who kept insisting on demonstrating their searchlights and putting on D and M displays by rushing about the countryside. A stalemate was eventually declared, even though the Squadron was vastly outnumbered. The exercise ended there. The subsequent move to the railhead, which included driving the old agony wagons down a crowded autobahn, was the longest move of the whole exercise and no one was sorry to be loading the last tank train of the year.

Life back in garrison wasn't to be any less hectic. The Squadron, along with the rest of the Regiment, prepared for the annual inspections and Leliefontein celebrations which among other things included a Centurion beautification programme. Individual training also took a priority, as a number of courses were conducted both inter and extra regimental.

On the personnel side of the house, the Squadron saw a number of changes. As is the case every year, the annual rotation was responsible for the vast majority of changes, but inter-regimental transfers accounted for some as well. SHQ saw a big change in appointments from the beginning of the year. Captain Lothar Klein left for Montreal in February, and Captain Doug Green arrived from England to take over as Squadron 2IC. The summer rotation saw Captain Claude Mercereau head back to CAS and Captain Jim Fournier moved over from Second Troop to take the job of LO. SSM Ron Allt left for Kingston and MWO Reg Williams came up from his job as TQMS to take over as A Squadron's SSM. In the troops there was also a number of changes, Captain Bruce Griffin left First Troop for CAS and WO Tony Gatowski arrived from Calgary to fill in as troop leader. WO Ed Schut joined the Squadron

from 444 Tactical Helicopter Squadron to take over Second Troop and Captain Phil Lancaster arrived from Gagetown to take over Third Troop from Captain Jack Gallop who left for RHQ and his new job as IO. Fourth Troop under Lt Gary Moore was the only troop with no change in the troop leader's slot.

Of course there were a number of changes among the workers as well, as many headed off to Canada or to other squadrons in inter-squadron postings. This meant a lot of work during every training exercise as the new personnel familiarized themselves with the local SOPs. For many this was their first tour with tanks in years and for others it was their first exposure to the agwags. Much to everyone's credit no insurmountable problems were encountered and no loss of efficiency was suffered.

In looking back on 1973 the highlights have been picked out for mention. The equally important but not as noticeable events such as courses, the day-to-day administration, the individual contributions to the overall success of the Squadron and unit, have not been touched upon. They are equally as vital and 1973 was also made up of them. It was a busy year and one of changes. It was the year of the excellent standard in PT, which had everyone pushing to cut the extra seconds off their timed runs, and the extra pounds off their bodies. It was the year of block leave, where whole troops left for leave at the same time. It was the year of the announcement of a further extension of the life of Centurion. It was also the year the dollar fell. Another year another 85 pfennigs per dollar less.

B SQUADRON

by Captain R.E. Hook

The year 1973 was one of change for B Squadron. It was a year that saw a substantial change-over in personnel as well as a hectic and extensive training programme.

The training cycle was a full one. It got off to a start in January when the Squadron, along with the rest of the Regiment, took part in the American Exercise REFORGER IV. These annual exercises are designed to test the fly-over abilities of the American NATO reinforcements and the Canadian Brigade takes part in the tactical portion. Rumours had been circulating that this exercise would be cancelled but, to the

delight of all, the rumours proved false and out we went. The 4 CMBG acted as enemy against the 1st US Infantry Division. This proved to be a frustrating task as the enemy force was highly controlled and a numerical fire-power ratio carried more weight with the umpires than did tactical surprise and deployment. Nevertheless it was a good exercise. It was one of those rare occasions that allowed extensive cross country tactical movement.

The next major event in the year was the Squadron Gun Camp in Hohne. Our luck held and the weather co-operated and allowed us to complete the camp on schedule. Previous gunnery training was put to the test and the Squadron went through a thorough fire programme. The guns of 1 RCHA provided night illumination and the opportunity was taken to practice calling down Fire Missions.

Spring found the Squadron back in the field for a three week training session in Munsingen. Emphasis was placed on crew and troop drills and finally on squadron exercises. These exercises stressed the advance to contact and the quick attack. A good lesson was learned quite by accident. The Squadron was in leaguer near an objective area that was attacked by A Squadron. Little notice was taken of this until over the air came the sentries gasping voice, "Gas, Gas, Gas". The clouds of CS gas left over from A Squadron's battle were moving into the leaguer. Thanks to the sentries timely warning, those that took him seriously, suffered no ill effects.

The summer months brought a chance for some to get away on leave, time for a few courses and a rush to get the tanks into reasonable shape for the fall. Summer also brought rotation and for B Squadron it resulted in a lot of new faces and several major changes. The new OC Captain (now Major) Norm Ashton took over from Major Dave Summers, Captain Bill Blair moved over from RHQ to become 2IC and a new group arrived in mass from Gagetown, Captains Paul Cunningham and Ross McKenzie, Lieutenant Bill Fulton, MWO George Levesque and WO Reg MacMillan. Several new Snr NCOs and men arrived as well and by the time the Squadron returned to the field very few of the people that had trained on Reforger IV and in Munsingen were left in the Squadron.

In Hohenfels the Squadron began again with the basics. Crew and troop drills were stressed and squadron exercises were held. The OC began working on a revised edition of Squadron SOPs. When the word "Wine Rep" went out over the air it wasn't long before 29D would roar up, bottle in hand. When this happened the Squadron was secure for the night.

Hohenfels is truly a memorable place. Memorable in different ways but, at least for all B Squadron personnel it is remembered for THE SMOKER. Vast quantities of beer, wine,

bratwurst, brotchen, steak and other sundries were laid on and 29 carefully selected an isolated corner of the camp. Once 29D had evicted the sheep things got under way! After an evening of elegant talk and fine films not a soldier was drunk. Many slept in odd positions that night but not a man admitted to being drunk!

Following the training in the Hohenfels area the Squadron took part in the Brigade Exercise DONAU DASH and in the German Exercise RAUB VOGEL. Both exercises will be remembered for the long distances covered. Because of these long distances a new tactic was developed. Individual tanks were left behind in strategic locations to protect the advance of the FRG teams. This tactic was to prove its worth later during REFORGER V when the infamous 724 routed an American Armoured column with a shot from the driver's pistol!

It was also about this time that the Squadron discovered that the sun actually sets in the east. It was late in the day when orders were received to form leaguer facing east. The lead APC pulled into location facing the setting sun. As the Squadron arrived on the scene all that could be seen were the wild gesturing and arm waving of the heated discussion between driver and crew commander.

Exercise REFORGER V followed closely behind the other exercises. The Squadron that had been newly formed in August was now a close working team. It was a rewarding experience to compare our newly honed skills against those of the other participants. Experiences ranged from the teamwork of 21 and Amateur Apex 85 **ROMEO** to the surprise the 2B group received when they found themselves in the middle of an enemy German Ranger Battalion.

The return to garrison following the exercise did not provide a break in the work schedule. Tank maintenance and rehearsals took us up to the Leliefontein Day celebrations. The results of the Leliefontein sports events were disappointing. Despite the example set by the OC in winning the pillow fight, the Squadron Murder Ball and Tug-of-War Teams were not able to come through and the trophy was lost.

Following these celebrations the year ended in a flurry of pre-gun camp activity. Refresher courses and a PL5 gunnery course were run. A great deal of effort went into preparing the Squadron for its January 74 trip to the Hohne ranges. Although the story properly belongs in next years report it should be noted with satisfaction that the preparations paid off and the Squadron enjoyed a very successful camp.

The year of 1973 was one of change for B Squadron. The large turnover in personnel certainly disrupted the training cycle but as the year came to a close it was obvious that the new Squadron had found an identity and its members a sense of belonging. The year 1974 should be the year for the Big Bold B.

C SQUADRON

by Lieutenant B.R. McCullough

During the past twelve months, C Squadron was kept fairly busy with a varied and extensive training programme.

The training year commenced with Exercise REFORGER IV in mid January 73 with 4 CMBG providing part of the enemy force for the Big Red One (1st US Infantry Division). The Squadron was kept continually on the move but, nevertheless, performed at a high standard. At one point in the exercise WO Karl Krammell and MCpl Joe Fougere almost captured two Americans with marked maps and all. However, the prey proved too elusive and managed to escape by some fancy jeep driving. After REFORGER IV it was off on a 90 mile road move to Grafenwoehr and the annual squadron gun camp. The Squadron arrived none the worse for wear at Graf, but the weather during the next two weeks proved again to be the Squadron's nemesis. Troop and patrol battle runs had to be cancelled due to poor visibility but the Squadron was able to do its static and night firing as well as its annual small arms classification. The Squadron waited patiently for that homebound train and it was back to Lahr to prepare for the spring concentration at Munsingen.

During Munsingen the Squadron practiced crew, troop, and squadron training in preparation for the major fall exercises. The weather this time proved particularly amenable to our efforts and a good squadron exercise, practising a withdrawal, was conducted. During the squadron training period, Second Troop was farmed out to assist B Squadron as an enemy force against A Squadron. During the ensuing battle the A Squadron tankers were provided with a good opportunity to practice their NBCW drills - no hard feelings though! The concentration was concluded with a regimental smoker where an alternate "wet weather programme" was put into effect. Also, Rafe (Whisky November) Douthwaite took the opportunity that night to practice as an Airborne Ranger - off the second story of a barracks building - with typical results. He mended well and is not, I suspect, looking forward to a return engagement.

The Squadron bid farewell to Munsingen after a hectic two weeks and hurried back to Lahr. The next few months provided time for courses, maintenance, and a spot of leave before the fall exercise period. It was also the time to welcome the new OC, Major Doug Bland, who quickly settled in and took charge of the Squadron.

Charlie Squadron then loaded in late August for its annual trek to Hohenfels. The Hohenfels RMA provided the recce squadron with ample room to practice its drills and recce techniques. During the latter part of the training period, the Squadron was tasked with providing the enemy force for the two battalion FTXs that were conducted. The Squadron

proved equal to the task and gleaned a considerable amount of knowledge from the training. The Brigade FTX followed Hohenfels and was in turn followed by another exercise RAUB VOGEL, which was conducted against a German Recce Battalion. Good training all, and the successful completion of a fall exercise period - or almost!

After a two week respite for the Squadron, the Big Red One was back again and thus the troops had to do their thing on what was Exercise REFORGER V.

The Squadron deployed early for this reforger and enjoyed a good squadron smoker prior to the exercise commencing, with Third Troop taking first prize for the top skit of the night. The exercise proved highly successful with 4 CMBG this time acting in conjunction with the American flyover division.

With the main exercise over, the Regiment then prepared for Leliefontein - the Regiment's principle ceremonial function during the year. This year the celebrations included a sports afternoon, a regimental smoker, a mounted parade, an officers' "dining-in", and an all ranks dance. C Squadron took top spot in the sports afternoon events and SSM Leroy MacAdams is having headaches as to where to put all the trophies.

The men then scrambled for a week to prepare for the Brigade Commander's inspection. All went well and the Squadron prepared to close-out another year. Prior to the holiday break the arrival of the new Battle Captain - Jerry MacLean - paved the way for some different thinking for next year's training.

A light track driver's course and some amphibious training ended the training year and the Squadron looked towards the end of January and its annual gun camp - this time at Hohne. More on that in the next installment.

HEADQUARTERS SQUADRON

by Corporal M.A. Winchester

(Service Equal to None)

or

(Without RHQ, A, B & C Squadrons,
we would have more time to ourselves)

Year 73 started with the Squadron sitting in the town of Rodheim, West Germany waiting for Exercise CERTAIN SHIELD (FTX), 22 - 26 January. Anything was better than going back to Graf! A few luckier fellows were allowed to go on a two-day CPX prior to the week long FTX. They were much better off than the rest of us now that we get \$1.00 extra a day for changing from the daily, boring schedule of three square meals a day at home to 'C' rations on the fender of a peculiarly painted vehicle.

After arriving back in Lahr (and with our families calling us by our first names again), we began the first of the Regimental Weeks. At this time we reviewed or increased our knowledge in such things as First Aid, NBCW, Int and Security, light track swimming, and defensive driving. Also, for some of the privileged, there was a ski school conducted by 4 CMBG.

When we got over the aching muscles brought on by our semi-annual PT test, we found ourselves back in Bergen Hohne -- same buildings, same parking lot, except this year we were able to witness the British 'House-to-House Searching' procedures. Gun camp this year was not as eventful as last year's, except for those personnel on their first trip to village 'Hamburg'. Our QM was fortunate enough to spend the full three weeks as our Camp Commandant, having to solve all the many different problems. During this same period, back in Lahr, the remainder of the Squadron was breaking in a new Administrative Officer, Captain Kirk Thornton. Captain Dick Duchemin went into the Operations Office leaving the Squadron 2IC vacancy to be filled by the retiring AO, Captain Ross Carruthers.

Back in Lahr again after the two-day drive home we unpacked to ready ourselves for another Regimental Week much the same as the previously mentioned one. Then with a week-end off (I think), we were heading through the gates of hell (Munsingen). It was a much softer set-up this year because we had barracks to live in and a mess hall in which to have our Regimental Smoker. Headquarters Squadron personnel also had an old familiar exercise called MOUNTAIN WANDER III. So they dragged us out of our warm buildings for a rainy day in the field. We could not keep away from the mud that Munsingen inherited some time back. We were even allowed to go on a French Memorial Parade under the command of Captain Thornton.

On return to Lahr, after cleaning and repacking our gear, we experienced a new leave procedure for the unit. So many were allowed to go on leave at a time, then when they got back the other remaining personnel would drop their tools and take off before someone changed their minds, or made an amendment.

Canadian Week, a new event in the life of a Canadian Serviceman serving in Germany was quite a disappointment. A

lot of work and effort went into the planning and execution just to have the rain wash everything out including the parade maybe in '74.

Then, for Headquarters Squadron, there was the rotation in and out for a lot of old and new friends, plus at the QM Stores, we saw a new TQMS (MWO Bill Prouse) take over and the old (MWO Reg Williams) go to A Squadron to take over the SSM's vacancy there. In Transport, WO Don Murrin decided he and his family had been in Germany long enough so he is back in Canada. In his place came WO Howie Owen, our new Transport WO. About this time we received a new OC (Major Ed Exley) who replaced the old (Major Gord O'Connor) who was posted and looking forward to his new job at the Combat Arms School in a small, new and quiet place called Gagetown.

The incoming OC was fortunate this time to be able to look at what he had inherited because we were all primed, loaded and ready for Exercise MOUNTAIN WANDER IV. This exercise was used mainly to "field orient" our new arrivals and review SOPs.

After we got back and packed the things required for four weeks in the field, we found our vehicles heading for Hohenfels again. It was a rather exciting time this year wondering which or how many tanks we would lose each day. A couple of unfortunate accidents occurred in the form of rolling down embankments sideways, sometimes more than one at a time. Even a 5 ton POD or two tried it out. Log Ops had a few "live casualty" situations which they took care of in their usual efficient manner. In this period of four weeks we had two major exercises called RAUB VOGEL and DONAU DASH. There was a lot of travelling involved and when the mud dried the tanks were apread throughout Germany looking for a railhead that would load them onto a train to bring them back to Lahr. Also during this time our Squadron was partially wiped out or captured.

Upon arrival back in Lahr, we were given about twelve days to repair, replace, repack and head out for the big American event....Exercise REFORGER V. During this FTX we had all the year's rain come down in an eight day stretch.

At the end of all that excitement came our 73rd Anniversary of the Battle of Leliefontein. Next year we're going to invert the order of march somewhat, and have two tanks followed by 32 runway sweepers.

When the dust cleared we went back to the quiet, enjoyable routine of garrison life. For example, our semi annual PT testing (as mentioned earlier) and the creation and construction of the RCD float for the Annual Santa Claus Parade (at which time we received the heaviest rain, sleet and hail

storm of the year). Next year our float will be waterproof.

Now we have started the Xmas/New Years leave period to finish off and bring in the new year.

A few thoughts for the future.....

Will we get our Bridgelayers?

What about the rebuilt tanks?

Where/when will the personnel at the Centre Marguerite go?

MAINTENANCE TROOP

by Captain W.J. Brewer

The year 1973 proved to be an interesting one for the maintenance of Headquarters Squadron. Throughout the training cycle of Bergen Hohne, Munsingen, Hohenfels and Reforger we consistently displayed the high level of competence which has made us renowned. (In the Regiment at least.)

There was never a dull moment, Chief Frenette was out through the grind as he attempted to train a new captain (no names will be mentioned to protect the innocent) and in the process he lost so much hair that he decided to grow a moustache to try and retain his old image. Towards the end of July, things got so hectic in the Control Office that the phone was always busy (I wonder why?) - the obvious solution was to get yet another telephone. During the Maintenance Troop party, Captain Brewer received a bright red telephone for his personal use - the electrical connection though was too much to cope with so Local 484 is as bust as ever.

The Weapons Section had an interesting time on Exercise REFORGER when one of the trailers moved downhill on level ground??? (that's the story anyway). The jolt sent the occupants hurling to the floor and unfortunately a few injuries were sustained. Maybe field mice were at fault??? Last year Maintenance Troop got a name for having a few big eaters - this point was clearly brought out when a few members refused to give up a few of their hard fought for sandwiches to feed a hungry goat before the move back from Reforger. (Again, names are not being revealed to protect the innocent.)

Getting away from the humorous side, 1973 was a satisfying year in as far as getting things done was concerned. Our equipment is by no means getting younger and simply the fact that we're able to keep "things rolling" is an accomplishment. Things were at times frustrating and problems never ceased to be present. However, the morale in the Troop was and still is good and with any luck the year 1974 will be as successful as the last.

FROM MYTH TO REALITY

THE RCD SIGNAL TROOP

by Master Corporal R.G. Foster

The title fairly well describes the RCD Signal Troop. The Troop was reformed about four and a half years ago by Captain Bill Cowperthwaite, the RCD Signal Officer, and a group of Rad Ops. Since then the Signal Troop has gone through many changes. At times it was quite strong and at others it declined to a mere thought. However, the Mercury Image came through in the end and with the efforts of such people as Captain Keith Murray, Captain Ian Bayne, Sgt Ford and MCpl Nicol, the Signal Troop is once again a strong entity.

The Troop, in its present form, was conceived in the summer of 73 and by the fall of that year it has moved into its own troop room where the sign RCD Signal Troop is displayed proudly. The Troop first gathered the RHQ Signal Detachment and all the RETs to its bosom. "Jimmy Troop" did not stop there but has spread its control over its two orphaned Radio Detachments, HQ Squadron Signal Detachment and C Squadron Signals. All Communications and Engineering personnel, the new name with integration, are now more than just RCD helpers, they have become an integral part of the various headquarters units. The Troop organization has given its personnel the feeling of actually belonging to the Regiment instead of merely being attached. It has extended pride in our Corps to pride in our Regiment.

Present members of the Troop are Captain IR Bayne, Sgt WS Ford, MCpl JG Nicol, MCpl RG Foster, MCpl NJ Kennedy, Cpl W Heffer, Cpl KJ Madore, Cpl J Hazelwood, Cpl GA Lynn, Cpl RG MacNeil, Cpl A Laliberte, Cpl J Dube, Cpl J Banton, Cpl M Sullivan, Cpl W Fenwick and Cpl B Leonard.

All members will continue to follow the motto "Velox Versuteres and Vigilans" and strive to continue serving with their best efforts in 74.

THE RCD CADET CORPS

by Lieutenant B.R. McCullough

As soon as the final parade in May 73 was over, plans were made for the upcoming training year for The Royal Canadian Dragoons Cadet Corps. This training, which features discipline, leadership, physical fitness, outdoor living, recreation and miscellaneous activities and visits, is designed to develop leadership and good citizenship in the young boys of the Lahr community.

The training year commenced in late September 73 and the cadets started off with the basics in such subjects as drill, map using, rifle, and fieldcraft. In early November a special tour of the Lahr Police School was arranged and allowed the cadets to see the organization and equipment of a German Police Battalion. Then, in early December, a one-day field exercise, Exercise "Panting Dog", was conducted in the local training area in order to have the boys put into practice the theory they had learned in map and compass using and fieldcraft. The cadets were also given a familiarization with the APC, as these vehicles were used to transport them to the training area.

With the help of the cadet sponsoring unit, The Royal Canadian Dragoons, the Corps was offered bonuses in the form of a Light Track Driver's Course and also a Tank Gunnery Course. Both courses were given to all cadets, regardless of age, and were thoroughly enjoyed by all.

As well as these extra courses, special training was given in first aid and also in the handling and firing of the SMG. As well, trips were conducted to the Maginot Line and to the industrial firm in Munich which manufactures the Leopard Tank.

To promote physical fitness the RCD cadets were also taken on several German Volksmarches which involves walking a 10 or 20 kilometer distance over hilly terrain. The boys proved equal to this challenge, however, and were eager for new experiences.

The spring exercise, Exercise "Sly Fox", is the main training exercise for the boys and involves several days in the field. As was the case last year, the cadets were given a brief familiarization with the KIOWA helicopter and were then heliported to the training area.

The year's training was both varied and exciting and led up to the final parade when promotions and allocations to summer camp were announced.

The boys enjoyed another good year and now look forward to summer camp and to further years of training in The Royal Canadian Dragoons Cadet Corps.

REGIMENTAL SPORTS

by Captain W.A. Gallop

Again in 1973 sports played an important part in the life of the Regiment. By producing the usual combination of PT, Sports Afternoons and teams for inter-unit competition, a good standard of personnel fitness and individual enjoyment was built from the programme. Although levels of success varied the benefits created did not and the Regiment was undoubtedly enhanced as a result of its efforts in sports during the past year.

The basis of all athletics in fitness and this is provided to all Dragoons four mornings a week at 0730 hours. Physical Training is a responsibility of the individual squadrons but, in general, their schedules follow a similar outline mixing exercises, runs, and swimming. The stress is, however, undoubtedly on the running portion which provides the most difficult feature of the Fitness Tests that are run Forces-wide on a semi-annual basis. Along with the calisthenics and a 5-mile run/walk each member of the RCD is required to complete a 1-1/2 mile run in under a varying scale of time. For example, an individual under the age of 30 must do the distance in under 10:16 minutes - excellent under the CFAO standard - with the knowledge that if he fails he is committed to run three miles per morning instead of the relatively easier 1-1/2. When it's cold, dark, and raining, that can be a definite incentive.

The Regiment's Recreational Sports Programme is run every Thursday afternoon - vehicle maintenance permitting. Now that the new gymnasium complex in Lahr has been completed, the range of activities open to personnel has been greatly expanded to include swimming, badminton, volleyball and bowling. When combined with the facilities available for

hockey, curling, squash, softball and soccer, members of the unit are generally able to spend their Sports Afternoons in a wide variety of athletic pursuits designed to add co-ordination to the endurance powers built up during morning PT.

One portion of Sports Afternoons which provided a great deal of enjoyable competition during the summer months was the staging of two softball tournaments. The first was inter-rank with the unit's Cpls/Ptes defeating the Sr NCOs for the championships. In an excellent example of reverse leadership, the officers managed to come dead last without ever managing to score a single run in either of their two games. The second tournament featured inter-squadron contests with B Squadron defeating HQ Squadron to win the eventual championship. Their efforts were helped greatly by having MCpl Mel Kube, the Regimental Team's Outstanding Pitcher for 1973, out on the mound,

Members of the RCD also took part in a number of inter-unit leagues within CFE. Again this amount of success varied from sport to sport with the only championship coming in basketball. After a fairly slow start that team began to play steadily over the Christmas period finishing first in the league and eventually defeating the Service Battalion in a decisive victory during the spring. Coached by MCpl Bob Foster and staffed in depth by such players as Sgt Dick Waddington at centre and Cpl Neil Pollett at guard, the team was a credit to the Regiment and undoubtedly deserves its thanks and congratulations.

During the 1973-74 sports season, members of the unit are also taking part in hockey, broomball, and volleyball leagues here on Base. In the first two particularly the RCD teams are making good showings under the capable direction of Lt Don Craig in hockey and Cpl Ralph Douthwaite in broomball. Hopefully, their efforts will bring additional championships in the coming year.

No matter what degree of success is produced, however, the basic purpose of all sport and physical training within the unit - to give its members an enjoyable outlet while at the same time enhancing their physical well-being - will undoubtedly be met. Boxing has been re-introduced into the Regiment and has been enthusiastically received. In the coming spring the pentathlon trophy will again be the centre of keen competition with C Squadron unquestionably hard pressed to repeat its 1973 win. The spirit, the expertise are definitely present within the Regiment and their existence, upon which the Sports Programme in the unit so strongly depends, will ideally continue well into the future.

THE REGIMENTAL MUSEUM

by Sergeant H.D. Friesen

I am sure some of you are wondering whatever became of the Regimental Museum. No! It is not dead! It is not packed away in some remote corner of some obscure building. It is alive and thriving. To give some background, 1970 saw the Regiment move to Germany; however, the museum remained in Base Gagetown. It was decided at that time to amalgamate the RCD and RHC Museums or at least put them under one roof. The building selected was the former RCD Sgts' Mess. The choice proved to be a good one, as it offered suitable floor space, suitable lighting and a good location.

Being housed in the same building with the RHC does not imply that the Regiment has lost its historical identity. Indeed not, every effort has been employed to do just the opposite. Picture, if you will, the Mess. The upstairs is used as a storage room. This is where all the countless Regimental pictures and documents are kept, Regimental documents from 1883 to 1970. If you did CB in 1958 in Iserlohn, we can show you the dates and how many days. Going downstairs, turn left into the Bar Room, which now displays all of the old trophies (the ones you haven't got.) Also in this room one of the two large oak tables with 19 leaves, formerly in the Officers' Mess with 54 of those beautiful chairs, is on display. On the walls hang oil paintings of former commanding officers and plaques of various regimental sports. Across the hall is the Games Room which has been entirely set aside for RCD display. This is where you will see such things as Turner's and Holland's VC, 1st and 2nd Guidons, various orders of Regimental dress, pictures and so many other artifacts too numerous to mention.

In the foyer hangs the Leeuwarden clock. The RSM's chair (with mirror) is still in the same place. The large painting of the Mounted Dragoon, which used to be in the Men's Mess, can be seen on entering the museum. The lounge and dining areas house a mixture of RCD and Base museum pieces from military dress models to "C" rations, guided missiles and pistols found when the Sorpee See was drained, back to weapons used in the Boer War. In other words, everything that the Regiment had in the museum whilst in Canada plus other things left behind is intact, on display and well cared for.

In 1972, the museum had 4,888 visitors. The future for this museum looks promising. Negotiations are presently being conducted to construct a building even more suitable and in a more accessible location; where not only serving members of the Armed Forces, ex-members, but also civilians can become aware of our fine tradition, a tradition which we have every right to be proud of.

THE REGIMENTAL KIT SHOP

The Kit Shop provides an outlet for the sale of Regimental and related military items. Its services are available both to members and to former members of the unit. Those who wish to take advantage of the Shop can place their orders by mail. Items are not always in stock but orders will be dealt with as quickly as possible. All prices are in Deutsche Marks and payment can easily be made by Bank Money Order. An extra amount should be added to cover the cost of postage. Any overage will be refunded.

Please address your orders to:

The Regimental Kit Shop
The Royal Canadian Dragoons
Canadian Forces Post Office 5000
K0K 3R0

Items carried by the Shop:

| | | |
|---------------------------------|---------------|---------|
| Green Beret | DM | 15.00 |
| Black Beret | | 15.00 |
| Plaques | - RCD - Small | 20.00 |
| | - RCD - Large | 50.00 |
| | - LdSH(RC) | 20.00 |
| | - FGH | 20.00 |
| | - 12 RBC | 20.00 |
| | - RCAC | 20.00 |
| | - ARMD Br | 20.00 |
| Tankard | | 13.50 |
| Silver Springbok Brooch | | 23.00 |
| Picture Dragoon | | 4.00 |
| RCD Colours Tie | | 5.00 |
| RCD Cravat | | 18.00 |
| Saddle Blanket | | 120.00 |
| Bronze RCD Cap Badge - Officers | | 7.50 |
| Silver RCD Collar Badge | | 7.50 pr |
| Gold RCD Cap Badge - Officers | | 35.00 |
| Waist Belt | | 2.50 |
| RCD Car Badge | | 35.00 |

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|--|--------|
| Xmas Cards | .10 ea |
| Large RCD Stickers | .10 ea |
| Small RCD Stickers | .05 ea |
| Writing Kit | 5.00 |
| Regimental History Book - the Spur and the Sprocket | 5.00 |
| Springbok '71 (Hardcover) | 10.00 |

THE ROYAL CANADIAN DRAGOONS

OLD COMRADES

T. Adair
J. Adams
J.H. Adams
F.E. Ainsworth
Rev John B. Allen
BGen E.A.C. Amy
James Angrave
P.W. Ayriess
George A. Baldwin
W.H. Baker
M.F. Barnes
Capt T. Barnes
George H. Barr
W. Barron
M.H. Bateman
Capt A.P. Beatty
A.C. Beckingham
A. Bechard
G.G. Bell
L. Bennett
Frank H. Berkin
Harold Bersey
E.W.H. Berwick
A.F. Beswick
J.E. Beswick
H.L. Bodfield
J.C. Bond
D. Boon
Basil P. Boyce
C.A. Boyle
A.L. Brady
J.L. Braive
P. Brett

David Brown
T.S. Brunstrom
W.G. Buchanan
G.C. Buck
Mrs. Robert Burns
D.S.F. Bult-Francis
D.J. Burt
D. Buxton
E.C. Caldwell
A.D. Campbell
Robert Campbell
S. Cane
W.H. Carleton
C.J. Carroll
A.J. Christiani
C. Church
A.E. Clarke
E.O.N. Clark
Doug Clifford
John H. Cole
T.R. Coll
Lewis Conway
Merton Cook
R. Cook
Allan C. Couchman
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C.S. Cowden
G. Craven
W. Crawford
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D.H. Fillmore
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Cyrus C. Gaskin
George Gauion
J.P. Gauthier
H. Gazy
James Gell
John Getty
N.A. Gianelli
W.E. Gillespie
Murray Glase
G.I. Gould
C.H. Graham
Gordon R. Grahame
J.H. Gray
L.R. Griffin
E.G. Groves
James Grunerard
A.I. Hainey
L.C. Hales
Jack Halstead
George C. Hambly
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Lawrence C. Hansen
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Wm C. Hare
R. Harris
G. Harrison
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G.S. Heatherington
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R.E. Henley
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J. Jackson
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W.T. Johnson
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J. Hall Judd
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M.F. Kelly
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M. Kentch
G.S. Kinney
F.M. Kohler
H.D. LaPointe
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John T. Lawrence
G.W. Lenc
L.R. Liberty
G.R. Lince
Edward T. Littledale
Robert S. Longmuir
John M. Lord
G. Lusted
A.F. Madden
Bruce Madill
George Malenfant
J.E. Malone
P.F. Manion
MGen C.C. Mann
N. Mann
E.J. Manning
W.H.C. Marsh
J.W. Martin
A.W. Matthewman
Fred A. Matthews
E.K. Maxted

Ken Meeker
C.H. Meeker
R.A. Mephram
L. Mercer
J.F. Werner
W.A. Merritt
J.A. Milbrath
F.H. Milledge
Jim Miller
W.E. Milner
D.H. Morgan
Charles Mills
M.J. Morris
J.F. Mortimer
T.R.J. Moulton
Douglas Murray
Budd MacBride
W.A.H. MacBrien
MGen B.F. Macdonald
D.A. MacDonald
J.D. MacDougall
J.L. MacLauchlin
H.A. MacMaster
G.D. MacRae
A. McArthur
C. McClelland
J. McCormick
John McGowan
L.V. McKinley
J.E. McNabb
E. Newson
M. Nichols
Ronald Nixon
L.J. Noiles
R.B. Nordheimer
R.J. Norton
J.S. Paisley
C.J. Paterson
Jack W. Patton
C.H. Pattenden
George Pearn
C.H. Perkins
Brig H.A. Phillips
J.E. Ponting
J.A. Porter
J.S. Potter
N.F. Potter
H.W. Price
J.G. Price
Vince Price
F.P. Ray
D.H.E. Reid
E.T. Reid
Ralpg Reid
Percy Rescorl

Chas R. Rheault
H.V. Rice
Harry Rinn
Brig James A. Roberts
G.T. Robertson
Norman Robilliard
W.E. Rosa
A.L. Rose
Everett L. Rose
James M. Ross
A.D. Ross
Wm Ryson
E.B. Sampson
F.E. Savage
J.E. Savard
L.M. Sebert
W.G. Simpson
Vernon M. Singer
C. Allan Smith
Charles W. Smith
G.D. Smith
Ine K. Smith
J.D. Smith
S.R. Smith
Edward Sonnenberg
Mrs. J.E. Soper
C.H.A. Spencer
J. Edmond St Laurent
D. Straughen
Howard E. Straughan
R.B. Tackaberry
David Taylor
Robert Taylor
Tom Taylor
Ken Teilmann
D.J. Telfer
Rodolph Therien
H.W. Thomas
N.E. Thomas
Ivan Tomlinson
A.D. Thornton
G.C. Thurston
G.F. Towell
L.F. Turner
Roy Turner
F.J. Underwood
J.S. Ussher
D.E. Van Allen
W.J. Veitch
E. Waller
George G. Walter
John G. Ward
H.A. Watson
John F. Watson
J.A.C. Watts

BGen G.J.H. Wattsford
J.E. Webb
R.G.C. Westkett
Dan Weir
H. West
Donald C. White
J.A. Whitton

Henry Wilcox
F. Hilton Wilkes
James E. Wilkin
Charles Hume Wilkins
P.R. Wilson
V.G. Winters
Mrs. F.F. Worthington
John Young

A REMINISCENCE

Editor's Note: The Regiment has collected 90 years of memories to date. Some of these memories can be related to our Battle Honours. Other memories are more personal and unlikely to be shared by many. In the article which follows, the memory of a Dragoon, who did not die winning a medal or even contributing to a Battle Honour, is revived. In a way his sacrifice epitomizes the quiet, perhaps unspectacular service made by 90 years of Dragoons

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TROOPER WILFRED BERRY

Wilfred Berry was a competent yet not an outstanding soldier. As a scout car driver in the Regiment he did his job, as required, but throughout the war he won no medals nor earned any stripes. He had enlisted in 1941 and had served with the Regiment in England and Italy prior to the move to NW Europe and the advance through Holland.

The Regiment was advancing on Herrenveen, an important cross-roads town, on the way to Leeuwarden. The village of Oldeholpta lies nearby. On Thursday, 12 April 1945, three scout cars of the Regiment drove into the village. The first Canadians had arrived. The villagers cheered their liberators and the crews passed out bread, chocolate and cigarettes. Before moving off to Herrenveen the soldiers were told that the German armoured car at the far end of the village had broken down and had been abandoned the day before.

A half hour later three more Dragoon scout cars entered the village. This group missed the turn-off for Herrenveen and drove on down the main street. As the lead car approached the abandoned German vehicle it was hit by a sudden burst of anti-tank gun fire. Two Germans had remained behind. The scout car spun out of control and rolled over on its side. The driver, hit in the back, fell half out of his car. Wilfred Berry lay dying in the village of Oldeholpta.

After a short fire fight the Germans escaped and the remaining scout cars pushed on towards Herrenveen. The body of Wilfred Berry was left with the villagers overnight. They buried him in Oldeholpta. Later, the villagers collected 1,000 guilders for a memorial. The simple marble shaft reads, "In Memory of Tpr Berry, Wilfred Robert George of The Royal Canadian Dragoons, Born: Selbourne, Ontario, Canada August 23rd 1920. Killed in Action April 12th 1945."

Berry was later reburied in a Canadian War Cemetery but his memory is kept alive. Pilgrimages are often made to tend his grave and the old people vividly remember the day he died. Twenty years later the village renamed a street Wilfred Berry Street.

Wilfred Berry was simply a soldier, one easily forgotten, but in one small village in Holland his name is remembered.

ERE OFFICERS

| | | |
|------------|-------------|------------------------|
| Major RE | Acreman | FMC HQ |
| Captain A | Alexander | NDHQ |
| Captain WS | Andrews | CDLS(L) |
| Captain HL | Ayerst | HQ CFB Borden |
| Major RS | Billings | HQ 1 (BR) Corps |
| Major KK | Black | NDHQ |
| Captain JB | Boileau | CAS |
| LCol PHC | Carew | CAS |
| Captain EP | Carey | CAS |
| Col AK | Casselman | CFB Portage La Prairie |
| Major WC | Claggett | NDHQ |
| Captain JA | Dalton | CAS |
| Major ER | Day | NDHQ |
| Captain HE | DeCoste | RACCentre England |
| Captain LG | Del Villano | FMC HQ |
| Major BR | Dixon | FMC HQ |
| Captain CW | Drummond | NDHQ |
| Captain WB | Fox | CDLS(W) |
| Captain JJ | Gallant | NDHQ |

| | | | |
|---------|-----|-------------|-----------------|
| LCol | JAR | Gardam | CFOCS |
| Captain | DEC | Gill | NDHQ |
| Major | ML | Gordon | NDHQ |
| Captain | JCS | Gowans | CAS |
| BGen | PVB | Grieve | Comd 4 CMBG |
| Captain | BL | Griffin | CAS |
| LCol | RD | Gross | CDLS(W) |
| Captain | LJ | Gwiazda | CAS |
| Captain | GDH | Henderson | NDHQ |
| Captain | BE | Hook | CFRSU Winnipeg |
| Captain | WA | Jacobs | ACIHA |
| Colonel | CG | Kitchen | Pakistan |
| Captain | LO | Klein | FMC HQ |
| Major | HBE | Lake | NDHQ |
| Major | RH | Langan | UNTSO Palestine |
| Major | AG | Lawrence | NDHQ |
| LCol | JB | Long | Montreal |
| Colonel | AL | MacDonald | NDHQ |
| Major | A | MacLean | NDHQ |
| LCol | ADM | Matheson | HQ CFB Shilo |
| Captain | NR | Mauch | CFNBCS |
| Captain | RG | Meating | RSS (Central) |
| Captain | PC | Mercereau | CAS |
| Major | WA | Methven | RSS Eastern |
| Captain | RS | Millar | CFB Kingston |
| Captain | B | Moore | CFB Chilliwack |
| Captain | ER | Moore | HQ CFB Europe |
| LCol | NJ | Murphy | CFB Trenton |
| Captain | ER | Nurse | HQ 4 CMBG |
| Major | GJ | O'Connor | CAS |
| Major | DC | Patterson | CFRSU North Bay |
| Captain | JJB | Price | Comd 2 Cbt Gp |
| Captain | DW | Prosser | FMC HQ |
| BGen | JW | Quinn | HQ CENTAG |
| Captain | DRB | Rogers | NDHQ |
| Major | CA | Sangster | CAS |
| Captain | JR | Shaftoe | NDHQ |
| Captain | LJ | Skinner | NDHQ |
| Major | WH | Smith | CAS |
| Captain | JA | Soame | CDLS(L) |
| Captain | CJN | Sproule | CFSIT |
| Major | DA | Sproule | NDHQ |
| Major | DC | Summers | ACIHA |
| Major | DG | Taylor | NDC |
| Captain | J | Thomas | CAS |
| LCol | KG | Troughton | NDHQ |
| Captain | WF | Van Leeuwen | CFB North Bay |
| Colonel | MLA | Weisman | |
| Major | EJ | Wesson | |
| Captain | DC | Wilkinson | |
| Captain | GW | Woollard | |

POSTINGS IN - 1973

| | | | | | |
|---------|------------|------------|-----|-------------|----|
| Major | ND | Ashton | Cpl | Anderson | TD |
| Major | DL | Bland | Cpl | Andrew | NL |
| Captain | IR | Bayne | Cpl | Audet | JG |
| Captain | WJ | Brewer | Cpl | Beals | EM |
| Captain | PC | Lancaster | Cpl | Bergen | BJ |
| Captain | JR | McKenzie | Cpl | Bierhorst | F |
| Captain | PA | Cunningham | Cpl | Breault | L |
| Captain | GR | MacLean | Cpl | Brundige | RW |
| Captain | JE | Parsons | Cpl | Carroll | JE |
| Lt | DL | Craig | Cpl | Chenevert | JP |
| Lt | WJ | Fulton | Cpl | Cloake | JA |
| CWO | Yeomans | CW | Cpl | Conrad | DL |
| MWO | Levesque | GH | Cpl | Dechenes | FG |
| MWO | Prouse | WL | Cpl | Dube | JR |
| WO | Cluett | JJ | Cpl | Dyck | RA |
| WO | Corrin | PS | Cpl | Evans | RJ |
| WO | Evans | FC | Cpl | Fader | DK |
| WO | Gatowski | AZ | Cpl | Fluet | JJ |
| WO | Johnston | RJ | Cpl | Funke | W |
| WO | MacDonald | EJ | Cpl | Glendenning | RS |
| WO | McMillan | RJ | Cpl | Gertsen | CA |
| WO | Schut | EG | Cpl | Gibson | JJ |
| WO | Williamson | CE | Cpl | Griese | RJ |
| Sgt | Baillie | WF | Cpl | Hands | DA |
| Sgt | Ellis | GG | Cpl | Hannigan | FG |
| Sgt | Ford | WS | Cpl | Heffer | EW |
| Sgt | Harvie | VV | Cpl | Hogan | DT |
| Sgt | Lafontaine | LT | Cpl | Holloway | GE |
| Sgt | Martin | JL | Cpl | Kean | DA |
| Sgt | Nichols | LD | Cpl | Kearney | RA |
| Sgt | Shea | EG | Cpl | King | CP |
| Sgt | Templeton | PJ | Cpl | Lamarche | JM |
| Sgt | Winchester | LR | Cpl | Landry | JA |
| Sgt | Zimmerman | DA | Cpl | Landry | JY |
| MCpl | Burlock | SG | Cpl | Legere | MC |
| MCpl | Crossman | DL | Cpl | Lepage | JR |
| MCpl | Endean | JJ | Cpl | Mason | DS |
| MCpl | Johnston | MA | Cpl | Millar | GM |
| MCpl | Kubanowski | JW | Cpl | Montague | DE |
| MCpl | Kube | FM | Cpl | Morehouse | AL |
| MCpl | Liberty | RJ | Cpl | Muna | E |
| MCpl | MacPhee | NW | Cpl | Murdoch | AJ |
| MCpl | Nolte | HW | Cpl | Murphy | FR |
| MCpl | Roome | MH | Cpl | MacIntyre | JJ |
| MCpl | Stach | SB | Cpl | McCorrison | CJ |
| MCpl | Tower | MW | Cpl | McEvoy | OE |
| | | | Cpl | McMurdo | AL |
| | | | Cpl | Nash | JE |
| | | | Cpl | Neathway | JA |
| | | | Cpl | Olson | JM |
| | | | Cpl | Phillips | TG |

POSTINGS IN (Contd)

| | | |
|-----|-----------|-----|
| Cpl | Picard | JD |
| Cpl | Plante | RL |
| Cpl | Portman | RJ |
| Cpl | Porier | JC |
| Cpl | Prince | RJ |
| Cpl | Rathwell | JW |
| Cpl | Raymond | NS |
| Cpl | Rector | RJ |
| Cpl | Reinson | WD |
| Cpl | Riggs | C |
| Cpl | Schiratti | BB |
| Cpl | Sevigny | JL |
| Cpl | Stanley | RE |
| Cpl | Stewart | JR |
| Cpl | St Pierre | JG |
| Cpl | Sullivan | MJ |
| Cpl | Whissel | JV |
| Cpl | White | RT |
| Pte | Banta | JE |
| Pte | Beauchamp | JJ |
| Pte | Beebe | FKR |
| Pte | Berg | LP |
| Pte | Chaulk | WA |
| Pte | Crookes | RC |
| Pte | Dery | JE |
| Pte | Duquette | VT |
| Pte | Germain | RJ |
| Pte | Kelly | DM |
| Pte | Leonard | B |
| Pte | Paige | PD |
| Pte | Prent | FJ |
| Pte | Rediker | JE |
| Pte | Simard | JR |
| Pte | Stapleton | JE |
| Pte | Stark | J |

POSTINGS OUT

| | | |
|---------|----|-----------|
| Major | GJ | O'Connor |
| Major | DC | Summers |
| Captain | A | Alexander |
| Captain | PF | Burman |
| Captain | JA | Dalton |
| Captain | BL | Griffin |
| Captain | BE | Hook |
| Captain | LO | Klein |

POSTINGS OUT (Contd)

| | | |
|---------|-------------|-----------|
| Captain | PC | Mercereau |
| Captain | RS | Millar |
| Captain | IK | Murray |
| Captain | JJ | Price |
| Captain | JB | Talbot |
| CWO | Brown | EA |
| MWO | Allt | R |
| MWO | Patterson | AL |
| MWO | Roensspeiss | RJ |
| MWO | Thompson | DG |
| WO | Dorey | CV |
| WO | Drouin | DR |
| WO | Engyel | E |
| WO | Hartley | DR |
| WO | HUTCHINSON | HW |
| WO | Luscombe | GM |
| WO | MacEwen | WR |
| WO | Murrin | DF |
| WO | Pister | EH |
| WO | Rutledge | TS |
| WO | Slater | TD |
| Sgt | Adams | JQ |
| Sgt | Benedict | GE |
| Sgt | Devlin | W |
| Sgt | Gill | RD |
| Sgt | Hagan | PR |
| Sgt | Richly | W |
| Sgt | Skinner | JD |
| Sgt | Smith | JE |
| Sgt | Thompson | TG |
| Sgt | Turner | AR |
| Sgt | Verge | AD |
| Sgt | Winniski | E |
| MCpl | Battley | WA |
| MCpl | Cardinell | RC |
| MCpl | Caughell | RN |
| MCpl | Custus | CB |
| MCpl | Eastlake | SB |
| MCpl | Fougere | JE |
| MCpl | Fowler | MC |
| MCpl | Griffin | MD |
| MCpl | Guilbeault | OL |
| MCpl | Hughes | PV |
| MCpl | Major | RS |
| MCpl | McMillan | DJ |
| MCpl | Perron | JM |
| MCpl | Rivard | RJ |
| MCpl | Spencer | WG |

POSTINGS OUT (Contd)

| | | | |
|----------------------|-----|------------------|----|
| Cpl Atwater | GA | Cpl Romain | CK |
| Cpl Baxter | LAD | Cpl Ross | RL |
| Cpl Beaton | LC | Cpl Seyeau | MR |
| Cpl Bereziuk | RJ | Cpl Siermachesky | GR |
| Cpl Blaker | LE | Cpl Smythe | RC |
| Cpl Bishop | JA | Cpl Taylor | SR |
| Cpl Blunston | WH | Cpl Thompson | TG |
| Cpl Broadbent | AM | Cpl Walsh | GC |
| Cpl Brunelle | GJ | Cpl Ward | GA |
| Cpl Campbell | CW | Cpl Webb | CH |
| Cpl Carter | GE | Cpl Weinburger | FJ |
| Cpl Clements | WE | Cpl Weir | AC |
| Cpl Connon | RN | Cpl Westhaver | WD |
| Cpl Correy | MJ | Cpl Woods | BW |
| Cpl Crocker | DR | Cpl Wordingham | AW |
| Cpl DeCoste | JA | | |
| Cpl Dielschneider | DW | | |
| Cpl Emerson | DG | | |
| Cpl Godin | BR | | |
| Cpl Gonder | BP | | |
| Cpl Goodwill | JA | | |
| Cpl Hamilton | GC | | |
| Cpl Hannan | CP | | |
| Cpl Hassall | DS | | |
| Cpl Hendrie | GR | | |
| Cpl Hills | CH | | |
| Cpl Hodgson | JR | | |
| Cpl Holder | TWC | | |
| Cpl Jeffrey | DW | | |
| Cpl Johnston | EG | | |
| Cpl Jones | CJ | | |
| Cpl Kilgore | TE | | |
| Cpl Knight | PG | | |
| Cpl Labonte | JY | | |
| Cpl Lambert | GW | | |
| Cpl Larkin | DJ | | |
| Cpl Lee | LM | | |
| Cpl Levis | SA | | |
| Cpl Lyons | EW | | |
| Cpl Maxon | CW | | |
| Cpl Medwed | WA | | |
| Cpl Mingo | DG | | |
| Cpl Morton | BH | | |
| Cpl Mullins | WE | | |
| Cpl McGregor | DF | | |
| Cpl McKim | CJ | | |
| Cpl McLeod | G | | |
| Cpl MacLane | J | | |
| Cpl Papineau-Couture | LM | | |
| Cpl Perry | GA | | |
| Cpl Pinette | JD | | |
| Cpl Regular | CV | | |
| Cpl Rhodes | KC | | |
| Cpl Ries | HW | | |

The following Dragoons have been promoted in 1973:

Officer Promotions

To Major -

Major DL Bland
Major ND Ashton

To Capt -

Captain RE Hook

Promoted to WO

Sgt Kramell KH
Sgt Shadbolt CH
Sgt Templeton PJ

Promoted to Sgt

MCpl Battley WA
MCpl Crossman DL
MCpl Gauthier R
MCpl Gilmartin JP
MCpl Griffin MB
MCpl Harvie VV
MCpl Johnston MA
MCpl Liberty RJ
MCpl Perron M
MCpl Stach SB
MCpl Street AD
MCpl Verge AD

Appointment to MCpl

| | | |
|-----|-------------|-----|
| Cpl | Benoit | R |
| Cpl | Biggar | HT |
| Cpl | Bithell | DJ |
| Cpl | Brown | CE |
| Cpl | Brownridge | RB |
| Cpl | Brunelle | GJ |
| Cpl | Carter | GE |
| Cpl | Charbonneau | JR |
| Cpl | Clement | WE |
| Cpl | Correy | MJ |
| Cpl | Foster | RG |
| Cpl | Gillespie | WT |
| Cpl | Hall | LS |
| Cpl | Jeffrey | DW |
| Cpl | Justason | BD |
| Cpl | Kearney | RA |
| Cpl | Kennedy | NJ |
| Cpl | Kumick | DR |
| Cpl | Leblanc | TF |
| Cpl | Mavor | MW |
| Cpl | Martel | JM |
| Cpl | Martens | JT |
| Cpl | Masiuk | E |
| Cpl | Michard | JA |
| Cpl | Morash | MR |
| Cpl | MacPhee | NW |
| Cpl | McGregor | DF |
| Cpl | Piercey | LL |
| Cpl | Sparling | JDS |
| Cpl | Vienneau | JD |
| Cpl | Westhaver | WD |
| Cpl | Willisko | CW |
| Cpl | Wordingham | AW |
| Cpl | Young | A |

O B I T U A R Y

MAJOR V.W. JEWKES, DSO, MC, CD

Major Victor Wilfred JEWKES was born in Norwich, England on 11 October 1913. He is survived by his wife and two children.

He joined the Canadian Army, Permanent Active Militia in October 1928 and served continuously until his retirement on 24 June 1963. He was a Sergeant in September 1939 and Regimental Sergeant Major in September 1949.

He proceeded overseas in December 1941 and returned to Canada for officer training in December 1942. He was commissioned and proceeded overseas again in February 1944 and served with the 6 Armoured Regiment (1st Hussars). He was promoted to Captain in August 1944. Major Jewkes was awarded the Military Cross in August 1945 whilst serving in Northwest Europe.

After the war he served at the Royal Canadian Armoured Corps School for three years and on the Administrative and Training Staff for eleven months before joining A Squadron, 1/2 Canadian Armoured Regiment in September 1950. He proceeded to Korea with the Squadron in April 1951. He was promoted to Major in February 1952 and commanded the Squadron in Korea until June 1952. He was awarded the Distinguished Service Order for service in Korea.

Major Jewkes then served another three years and eight months with Lord Strathcona's Horse (Royal Canadians) until he was posted to the Royal Canadian Armoured Corps School in May 1956 where he commanded the Depot Squadron.

He died 17 July 1973 of injuries sustained in a car accident on 30 June 1973. His widow's address then was Apt 704, 2825 Islington Avenue North, Toronto, Ontario.

SP1035 WO II CROFT J.E.

John Edward CROFT was born in Woodford, England on 21 July, 1908. He came to Canada and served in the Canadian Forces for 25 years (1930 - 1955). He was a member of the pre-war RCD Musical Ride and served with the First Armoured Cars in the Regiment. During the war he served overseas and was mentioned in dispatches.

He retired from the Canadian Army (Regular) in 1955 after serving as the RQMS with the rank of WO II. Upon retirement he moved to Victoria, B.C., and enrolled in the Corps of Commissionaires. He passed away peacefully in the Royal Jubilee Hospital, Victoria, B.C., on 8 April, 1973.

He is survived by his loving wife, son, and two daughters.

THE R C D KIT SHOP



RCD Plaque (small)



Silver Springbok Brooch



RCD Plaque (large)



RCD Car Badge



LdSH (RC) Plaque

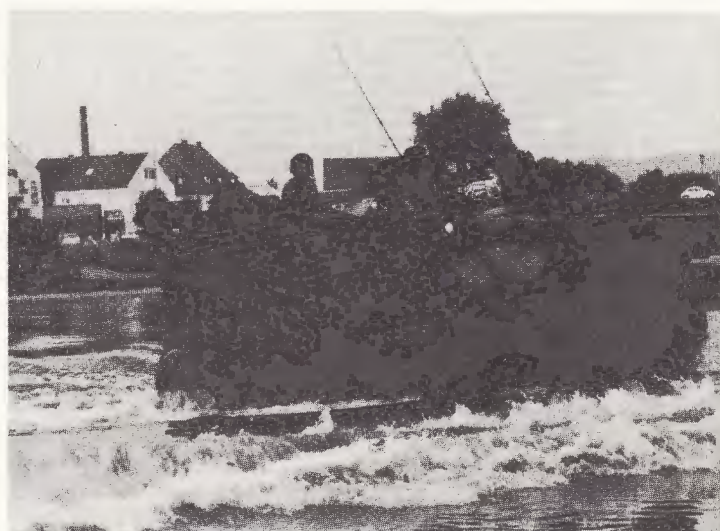


12 RBC Plaque

THE FUN OF EXCERCISE



Not again, A Squadron!



Driver, why did we drop the trim vane?



55 tons of broken steel



55 tons of growling steel



The ever present children

FACES IN THE FIELD



Orders, Gentlemen!



Who needs Preventive Dentistry



Your mission, should you decide to accept



This will be the sixth flat today

A DAY IN THE LIFE OF ...



I'd crawl a mile for a Colt



I'll be glad when they get the ARV fixed



With this kind of practice, we're bound to win the
Gunnery Trophy



Needless to say, it broke



C Squadron: The eyes, ears and legs of the Brigade